

WILKINSON'S TANSAN



The Ideal Drink in the Hot Weather
THE ABSOLUTE PURITY

WILKINSON'S TANSAN
NATURAL MINERAL WATER

YOUR SAFEGUARD
THE CHOICEST OF ALL CHOICE WATERS

The Clifford-Wilkinson Tansan Mineral Water Company, Ltd., are a British Company duly incorporated under the Companies' Ordinances of Hongkong.

SOLE AGENTS:

GANDE, PRICE & Co., Ltd.,
TEL. CENTRAL No. 135. HONGKONG.

DAIRY FARM NEWS.

"Save it with Ice"

YOU WILL BE MORE THAN REPAID

For the little you spend on Ice

BY THE FOOD YOU SAVE

DEPEND ON

ICE

IN ALL WEATHER.

CAMMELL LAIRD & Co., Ltd.

Controlling THE LEADS FORGE CO., NEWLAY WHEEL CO., Etc.

Birkenhead, Sheffield, Nottingham, Birmingham, Leeds, Penistone and London.

PASSENGER, CARGO & WAR SHIPS.

MARINE ENGINES & BOILERS

CRANK SHAFTS, BOILER PLATES, SHAFTING.

13, PEKING ROAD, SHANGHAI.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvelous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, eczema and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, gaiter or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness

VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.4, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine line words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CASH CHEMISTS.

FLIES ON FOOD

It is well-known that Flies spread many Diseases through contaminating Food, Drinking Water, Cooking Utensils, etc., etc.

SKETOCIDE

will keep your Kitchens and Rooms free from these Pests.

SKETOCIDE is a Pleasant Non-staining Non-poisonous Germicide, which not only kills Flies but is equally fatal to Mosquitoes, Ants, Sand Flies, and all other Insects.

THE PHARMACY.

TEL. 345

No. 23, QUEEN'S ROAD CENTRAL.

BEAUTY CONTEST.

FOR PARTICULARS APPLY

THE HONGKONG STUDIO,
ART PHOTOGRAPHERS,
64, QUEEN'S ROAD C.

COASTWISE LIGHTS.

THE MARINER'S GUIDES.

[BY A. G. GOLDSMITH IN THE "DAILY TELEGRAPH"]

If the average navigator were asked what he considered to have been the most trying feature of the war, he would probably reply, "Having to navigate after nightfall in coastal waters where all the lights of the shore stations, gas-buoys, beacons, and light-vessels were extinguished."

To the sailor, when approaching land or passing through narrow channels after dark, where rocks, shoals, and banks abound, the various light-marks are his only safeguard. Without them he has to trust to his dead reckoning, which, after all is said and done, is only guesswork, on account of the vagaries of the tides, winds, and currents. But to such a state of perfection have the lighting and buoyage systems of the world been brought to-day that, barring fog, the master mariner can navigate his ship with confidence and safety through the narrowest waters on the blackest of nights, even though he may be a complete stranger to the locality.

For the majority of holiday-makers visiting the seashore the lights far out to sea, or showing forth from distant headlands, invariably hold an absorbing interest. From promenade or pier they may see, perhaps a dozen or more, some flashing intermittently—fast or slow, others showing a steady beam of light (white, green, or red), whilst from time to time, far away on the horizon, a tiny point of light shows dimly out of the darkness, gradually growing to great brilliancy and then fading into obscurity again. To the landsman these varied phases convey but little, but to the seaman each is making a distinctive sign, signalling its name and locality, as it were pointing to the position of some half-tide rock or submerged reef, and warning him when to alter his course. They tell him his position upon the trackless deep just as a road sign-post directs the motorist.

FIXED, FLASHING, AND OCCULTING.

Altogether around the coasts of England and Wales alone there are over 1,800 lights exhibited from shore stations, harbour walls, and vessels anchored at sea, and this number does not include those shown from numerous gas buoys and beacons, which are used to denote the fairways in estuary and harbour approaches. For the purpose of distinction these lights are classified as: Fixed, meaning those which show a continuous, steady beam; flashing, showing a single flash at regular intervals, the duration of light being always less than that of the ensuing darkness, or eclipse, as it is called; group flashing, those which show a group of two or more flashes at regular intervals; occulting, those which show a steady light with a sudden eclipse at regular intervals, the duration of darkness being always equal to, or less than, that of the light (i.e., the opposite to a flashing light); group occulting, showing a steady light with a group of two or more sudden eclipses at regular intervals; fixed, and group flashing, those which show a steady light, which at regular intervals emits a group of flashes of relatively greater brilliancy.

All these types of lights may be made to show a change of colour, in which case they are termed alternating, etc. Now from this one does not need to be a skilled mathematician to realise the enormous number of different combinations available, and, therefore, in no instance are any important lights similar in phase to one another, with the result that it is impossible for a careless captain, when approaching land, not to know his position at once when he picks up the light from a shore station, because all of them are clearly shown on the charts, together with a brief description of their character. A full and comprehensive description of every light is also published in a book called "The Admiralty Light List," a copy of which every ship carries. To those interested, I may add that copies can be obtained by anyone at 3s. 6d. each. As an instance of how the system helps the mariner, a ship coming from the Mediterranean and bound for Plymouth would set a course for the Eddystone Light, but if for some reason or another she happened to be set out of her proper track, in clear view of a sudden and careful captain, for her skipper to run her ashore anywhere between Land's End and Dover without having sighted one or more of the powerful lights whose rays overlap one another. In this case, if the ship were set to the westward and sighted the Lizard, or to the eastward and saw the Start Light, neither could be mistaken for the Eddystone, which shows a group flashing light, whilst the Lizard is a single flash every three seconds, and the Start a single flash every twenty seconds.

POWER OF THE BEAMS.

Another interesting feature of many of the important shore lights is that over certain arcs of the horizon they change their character completely for the purpose of marking certain danger zones. A typical instance of this is the Needles, situated on the western extremity of the Isle of Wight. It exhibits a white group occulting light to the southward over the Channel, but to anyone observing it from Christchurch, near Bournemouth, it appears red. This red sector shines over those dangerous shoals known as Christchurch Ledges and the Shingles, and is a warning signal to ships approaching from the westward too close inshore.

From landwards the power of a beam projected from a lighthouse can seldom be estimated, since the majority are screened off and only direct their rays seaward; nor would it be pleasant for anyone to attempt to look full into the direct rays from within a few yards of some of the big lanterns. Spurn Head, for instance, develops a power of 510,000 candles, whilst Bishop Rock (Scilly Islands) shows a light of 622,000 c.p. Needless to say, the high power of these two light stations is due to their

great importance to shipping. The power installed in light vessels is considerably less, and varies from 1,000 to 140,000 candle-power. The Girdler, anchored at the entrance to the Thames estuary, heads the list for the United Kingdom with 140,000 c.p., and is visible from a distance of ten miles, according to the charts. And this, to the uninitiated, will appear very confusing, because the Nore lightship, which only has a power of 2,000 candles, is visible under the same conditions from a distance of eleven miles. The same applies to light-houses, and we find that Spurn Head, with its 500,000 odd candle-power, is only visible seventeen miles according to the charts and official light list, whereas the South Stack, Holyhead, which has the less power of 274,000 candles, can be seen under similar circumstances from twenty miles away. The explanation is very simple. The ranges of visibility as given by the Trinity Houses are based upon the presumption that the observer's eyes are 15ft. above sea level, and therefore upon the height of the lantern depends the calculated range of its visibility owing to the curvature of the earth. In this case the more powerful light on Spurn Head stands but 120ft. above sea level, whilst that of the South Stack is 197ft.

Contrary to general belief, the common source from which the lighting power of the lantern is derived is not electricity. Indeed, very few stations are equipped with electrical apparatus to-day. St. Catherine's Point (Isle of Wight) and the Lizard (Land's End) employ electric current, and have their own generators; but the South Foreland, which some years ago was converted from oil burning to electric arc, has quite recently been reconverted to its former state, which goes to prove that electrical plant is neither as economical nor as necessary for the development of power as one might suppose. True, arc lights can be made to develop much greater brilliancy than oil vapour, but they are only employed in very special circumstances. The light-house on Cape Gris Nez, the reflection of which can often be seen on the clouds from the English coast at points up to forty miles distant, throws a beam of the enormous power of 23,500,000 candles.

ILLUMINANT.

The system universally employed in shore houses and light vessels to-day is petroleum vapour the number and size of the burners varying according to the power required. The rays are highly concentrated and amplified by means of dioptric and catoptric lenses and reflectors, and the mechanism by which the various characteristics—flashing, occulting, etc.—are obtained is operated by clockwork. To facilitate the rotation of this optical apparatus—which in some cases includes the whole series of the lenses and reflectors, and in others a shutter working around them—its outer rim floats in a corresponding annular bath of mercury, which enables a complete revolution to be made in as short a period as ten seconds, using little more power than is required to work the hands of a church clock—and this despite the fact that the lantern may measure 10ft. or more in diameter. In the case of isolated lighthouses built on rocks and separated from the mainland, and also on board lightships, a heavy mineral oil is employed in the place of petroleum as a precaution against fire.

All light-vessels are fitted with distinctive day-marks, hoisted at the mast-head, in the shape of cages and balls, in addition to which each bears her name painted in huge letters on either side. The lantern is usually lowered on deck by day, and only hoisted at sunset when the light has to be exhibited. Both lantern and ship are of special construction in order to minimise any oscillation caused by the ship rolling and pitching in heavy weather. Each vessel carries a full crew, and in the event of her breaking away from her moorings or dragging out of position in a heavy gale, warning signals are exhibited in the form of a red light hoisted at bow and stern, whilst a red flare is burnt every fifteen minutes. The main characteristic light is also extinguished, so that it cannot mislead other approaching vessels. However, thanks to the heavy ground tackle with which these ships are anchored, such a situation seldom arises.

GAS BUOYS.

Yet another interesting feature of the modern lighting system at sea is the mechanical gas buoy. These buoys are used to mark the approaches to harbours and estuaries where sand banks and outlying dangers of all kinds abound. Buoys of this type can be seen close inshore in great numbers around the British coasts, and not only do they exhibit fixed lights, but also flashing and occulting phases, like miniature lighthouses. The secret of their mechanism is known to few landmen, though the explanation is a simple one. Into a large reservoir contained in the body of the buoy charges of dissolved acetylene gas are placed in sufficient quantities to keep the light burning for periods up to six months. This gas feeds a pilot jet, which is continually alight, and ignites the main burner, which is automatically turned on and off by a compact clockwork apparatus, which hardly occupies the space of a cigar-box. Quite a common belief exists amongst landmen that a sailor goes round to these gas buoys in a boat at sunset and sunrise—like a street lamplighter of the old school—and turns them on or off as the case may be. As a point of fact, they are burning by day as well as by night, and are only attended to about twice a year.

Practically every light around the English and Welsh coasts is maintained and looked after in every respect by the Trinity House Corporation of London, who are also responsible for the fog-signalling apparatus which is installed at all the more important stations and ships. The apparatus controlling fog signals is generally driven by mechanical means, compressed air, or internal combustion engines. Like the lights, each fog-signal station has its own distinctive warning, such as explosive signals fired at varying intervals and long and short

(Continued on next Column.)

WORLD THEATRE

TO-DAY & TO-MORROW ONLY,
at 5.15 & 9.15 p.m.

A WARNER BROS. CLASSIC OF THE SCREEN

"LUCRETIA LOMBARD"

A DRAMA OF FLAMING PASSION FROM THE FAMOUS NOVEL BY KATHLEEN NORRIS.

FEATURING

IRENE RICH & MONTE BLUE

Supreme romance, flaming passions, stirring tragedy, enthralling love, flashes of humor, dealing with the fundamentals of humanity.

ALSO

BRITISH GAZETTE, 1109/10
FELIX TRIES FOR TREASURE (CARTOON)
HIS NEW PAPA (COMEDY)

INCREASED PRICES.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO JAPAN

SOLE AGENTS

MTSUI BUSSAN KAISHA LTD.

HONGKONG.



blasts given on horn or siren, sometimes in both a high and a low pitched note. Thus, even in a fog, the seaman hearing a warning signal cannot mistake the identity of the station.

FOG SIGNALS.

Modern fog signal apparatus is of various types, and in every important station is operated by compressed air, the pumps being driven by motors. There are still a few instances where hand horns are used, but such cases are few and far between. In bygone days whistling buoys were often employed to mark the fairways and approaches to harbours, etc., but there are very few in existence to-day. In their case the power used is compressed air pumped into chambers within the buoy and sufficient for a six months' supply, whilst the mechanism, which is, of course, purely automatic and unattended, makes it imperative that the sound signal shall be in perpetual operation, day and night, clear weather or fog. Mechanical bell buoys and floats are still widely used, and in this case the bell is struck by two or more tongues actuated by the rolling motion of the buoy as caused by the sea; consequently the signals cannot be implicitly relied upon, especially in calm weather.

The vagaries of sound signals in a fog are so well known that the Admiralty issue a standing warning to mariners not to take it for granted that because a certain signal is not heard in thick weather the listening vessel is therefore beyond its range. A fog signal may at times be picked up at a range of two miles or more and become quite inaudible on nearer approach. Again, it may be heard distinctly by a man stationed at the mast head, whilst not audible to those on deck. Direction is another factor which can never be trusted; hence the institution of submarine bells aboard some of the more important light vessels and stations. These are rung under water by electrical means, and the sound can be picked up at considerable distances and the correct direction ascertained by means of two telephones attached to microphones on either side of a ship, below the water-line. The operator, by listening in on both phones simultaneously, can determine upon which hand side the bell bears from the fact that the volume of sound is always greater on the side nearer to it. When the approaching ship's head is altered so that the volume of sound is equal in both the port and starboard phones, the submarine bell then bears directly ahead.

Altogether, the institution of Trinity House employs over 1,200 men in its light-houses, ships, tenders, and depôts; and in a further article I shall endeavour to shed some light on the lives and training of the men who maintain and keep watch over "The Coastwise Lights of England."

C. E. WARREN & CO., LTD.

SANITARY ENGINEERS, MONUMENTALISTS.

OFFICES 31D, WYNDHAM STREET,

TEL. C. 289. HONGKONG.

ESTIMATES FREE FOR COMPLETE

SANITARY INSTALLATIONS.

HOT WATER SYSTEMS, &c

SPECIALISTS IN MONUMENTAL WORK

ITALIAN MARBLE-POLISHED AND/OR FINE PUNCHED HONGKONG GRANITE.

ARTIFICIAL WREATHS IN STOCK. (1465)

Just for Once

Insist on "SIMONDS' MILK STOUT" you will insist always after that. And you'll never want to miss it when you've tried it once. It's a revelation—nourishing, creamy, tonic, invigorating. So say "MILK STOUT."

OBTAINABLE FROM—ALL HIGH CLASS DEALERS.

Sole Agents:

CALDERBICK MACDONALD & Co., Ltd. HONGKONG.

Brewers:

H. & G. SIMONDS LTD., LEAMING, ENGLAND.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

SOLE AGENTS FOR

"PUDLO"

Makes Cement Waterproof

"FEUSOL"

The Immovable Fire cement

Tel. Central 336.

2, Queen's Building.

NEED WE SAY MORE?

A SUPER FILM STAMPED WITH THE
HALL-MARK OF EXCELLENCE WITH
GENUINE GUARANTEES OF ENTERTAINMENT
EXTRAORDINARY.

Wallace Reid
Gloria Swanson
Bebe Daniels
Wanda Hawley
Agnes Ayres
Monte Blue

Elliott Dexter
Theodore Roberts
Theodore Kosloff
Polley Moran
Julia Faye
Raymond Hatton

IMPOSING ARRAY
OF FAMOUS STARS.

Cecil B. de Mille's

"THE AFFAIRS
OF AN ANTOLO"

A Paramount Picture.

SHOWING AT THE
QUEEN'S THEATRE

TO-DAY,

at 2.30, 5.15, 7.15 & 9.15.

M. Y. SAN & CO., LTD.

MANUFACTURERS

OF

BEST PRESERVED
STEM GINGER.

HEAD OFFICE: Nos. 92 to 100 Queen's Road Central
FACTORY: Canton Road, Kowloon.
BRANCHES AT: Manila, Singapore, Shanghai, Canton, China.

PERFUMERY

Manufactured by
RIGAUD, PARIS.

VICENTE ATIENZA,

NATHAN Rd., Kowloon, Tel. K. 155.

THE HONGKONG SMALL INVESTORS' SHARE & REAL ESTATE CO. Tel. C. 4630.

WE BUY Lots of Union Insure 5/20 Lane Crawfords 100/1,000 H'kong Banks 1/10 H'kong Trams 100/500 China Lights 50/200 Peak Trams 100/500 Hotels old (Dec) 500 Wharves 100 Dairy Farms 50/500

WE SELL Lots of S'pore Trams 100/1,000 Steamboats 50/100 25 Realities 100/1,000 9/12 Territorials 100/500 40/100 Underwriters 100/1,000 32/140 Providents old 100/500 100/200 Humphreys 100/500

AND VARIOUS OTHER LOTS

WANTED—Houses for Rent, Hongkong and Kowloon. Prospective tenants will pay up to \$300 monthly.

Apply—GROUND FLOOR, Corner Ice House Street.

THE ROMANCE OF RUBBISH.

Mr. James H. Young, in *Chamberlain's Journal* tells us of many of the ways in which the modern manufacturer and the scientific chemist, in combination, have turned things that were formerly the most worthless waste of the factory into valuable sources of profit and employment. There is, in fact, no such thing as rubbish nowadays, he says, and the catalogue which he gives is impressive evidence; though one cannot escape an uneasy feeling now and then that ingenious substitution can be carried too far.

A well-known Middlesex firm of paper manufacturers has perfected a process for making from various waste products of the company's mills a material called Indurite, which can be used instead of vulcanite or ebonite, and which is in some ways superior to them for electrical work.

A sharp-witted American has discovered a silver mine in the waste products of the big cinema studios. Four ounces or more of silver are used in the making of every film, and until quite recently two of those ounces went into the sewers when the film was completed. Now the silver is recovered and sent to the mint to be turned into dollars.

Tim was when the cotton-grower looked upon the cotton seed as an insufferable nuisance, to be got rid of at trouble and expense. It has become now, through chemistry, the basis of a whole catalogue of activities known as the cotton-seed oil industries.

Sawdust, too, has a romance of its own. The one-time despised particles of sawdust are now more valuable than solid timber. By the use of hydraulic pressure and intense heat the particles are formed into a solid mass capable of being moulded into any shape and of receiving a brilliant polish. An inventor has also discovered how sawdust can be utilised to make artificial wood. A mixture consisting of sawdust, together with chalk and some chemicals, is subjected to very heavy pressure, and the result is a substance possessing all the qualities of real timber. It can be planed, sawed, parred, nailed, painted, stained, or polished, and submitted to every process of carpentry or manufacture to which real wood is subjected. It will not deteriorate in water, and on account of the chemicals it contains is impervious to rot.

A Manchester scientist has discovered that, by mixing leather-waste with a small percentage of rubber, and vulcanising by means of the new process, a new leather, which the inventor claims to be two and a half times as durable as ordinary leather, is produced at about one-third of the cost.

SERIOUS PROBLEM IN
CALCUTTA.UNEMPLOYMENT AMONG
EUROPEANS.

Unemployment among Europeans, domiciled Europeans and Anglo-Indians, in Calcutta, says the *Statesman*, was never so rife as at the present moment, and the position is rapidly growing worse. The prevailing distress is being combated by two principal charitable associations in the city, the ex-Servicemen's Association and the European and Anglo-Indian Unemployment Relief Committee, but the magnitude of the task is fully taxing their resources. If matters go on as they are doing, Government action in some shape or form must become necessary, as without increased financial backing, and other forces of support, the two Associations may soon find themselves unable to cope with the situation. Hitherto, the Government has lent little or no aid. During the last three months, the ex-Servicemen's Association has paid no less than Rs. 20,000 in various forms of relief, a considerable portion being taken up in repatriating destitute ex-Servicemen to their homes in Great Britain, while the European and Anglo-Indian Unemployment Relief Committee has spent approximately Rs. 8,000 over the same period. Officials of the two institutions have many, touching tales to tell of distress and suffering brought about by unemployment and tell stories of men tramping the hot streets day after day in a vain search for work. When their quest has failed, as invariably it does, they appeal once more to the respective institutions for a few rupees to feed their families. Such relief, however, does no more than tide over the trouble for a few days, and what is wanted is a comprehensive and sustained effort on the part of Government, to deal with the problem.

HONGKONG SHARE MARKET
CLOSING QUOTATIONS.

OCTOBER 2nd, 1924.	
Hongkong and Shanghai	
Banks	\$1.15 1/2
Canton Insurance	\$2.20 b.
Union Insurance	\$2.20 b.
Hongkong Fire Insurance	\$2.20 b.
Donghai Insurance	\$2.20 b.
E.K. & M. Steamboats	\$4.1 a.
"Star" Ferries	\$1.04 b.
China Sugars	\$4.25 b.
Langkate (Combined)	Tls. 18 nominal
Kowloon Wharves	\$2.10 b.
Whampoa Docks	\$1.75 a.
Shanghai Docks	Tls. 50 nominal
Hongkong Wharves	Tls. 19 1/2 b.
New Engineering	Tls. 6.50 b.
Hongkong Land	\$1.19 1/2 b.
Hongkong Hotels	\$2.2 b.
Humphreys Estates	\$2.3 a.
Ewo Cotton Mills	Tls. 10 1/2 b.
Shanghai Cottons	Tls. 52 b.
Oriental	Tls. 3.35 b.
Cement	\$2.3 a.
Hongkong Ropes	\$2.2 nominal
China Providents	\$2.2 b.
Dairy Farms	\$2.2 b.
Watsons	\$1.61 b.
Hongkong Electric	\$2.31 a.
China Lights	\$2.2 b.
Hongkong Trams	\$2.2 nominal
Peak Tramways	\$2.1 b.

—buyers; —sellers; —sales.

No economic or political policy will create the millennium in an imperfect world.—Mr. G. H. H. H. H.



The Expression of Pleasure

"The face is the mirror of the mind," I read somewhere, sir, and it is quite true. When you get a Kensitas for the first time you look at it suspiciously, as it were, sir. Then you light up—after the first whiff your face changes to what I might call, sir, the "Kensitas" expression. Then I can see from your face that you are pleased and satisfied . . . that Kensitas are "as good as good cigarettes" can be.

J. K. J.

Memo: J. W. & SONS, Ltd., 174-176 PICCADILLY, LONDON, W.1, ENG.
Wholesale only: DONNELLY & WHITE, Distributors for Hongkong and South China,
2 QUEEN'S BUILDINGS. Telephone: Central 834.

Obtainable at
LANE CRAWFORD LTD
Tabacqueria Filipina,
Greece Egyptian Tobacco Store,
and all high-class Tobacconists.
At 95 cents per tin of 50

Kensitas
the preferred cigarette

P. & O. BANKING CORPORATION
LIMITED.(INCORPORATED IN ENGLAND, 1920)
with which is affiliated

THE ALLAHABAD BANK LTD

INDIA

AUTHORIZED CAPITAL 25,000,000
SUBSCRIBED AND PAID UP 22,594,160
RESERVE FUND 2185,000

HEAD OFFICE:

122, Leadenhall Street, London, E.C. 3.

WEST LONDON BRANCH:

14-16, Cockspur Street, London, S.W. 1.

EASTERN BRANCHES:

Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal Cities of the World.

G. CHAMPKIN,

Manager.

22, Des Voeux Road Central, Hongkong.

CINEMA NOTES.

QUEEN'S THEATRE.

The screening of "The Affairs of Anatol," the current big feature at the Queen's Theatre, has met with responsive attendances at all four shows. It is a Paramount picture with Cecil B. de Mille as director. Wallace Reid and Gloria Swanson are the stars and the cast also includes Bebe Daniels, Wanda Hawley, Monte Blue, Agnes Ayres and Elliott Dexter. Elmer Glyn, the famous novelist, appears for a brief space in one of the society scenes.

THE WORLD THEATRE.

Exciting and interesting incidents characterized the filming of the forest fire scenes in the latest Harry Rapf production, "Lucretia Lombard," the adaptation of the Kathleen Norris' best seller, starring Irene Rich and Monte Blue. When the fire was actually staged, it took on such huge proportions and burned and raged so fiercely that the company was afraid it would spread and cause disaster to the countryside. So real was this fire, that reports came in to headquarters that thousands of small wild animals were running towards the lakes and streams, and natives there were alarmed and began to investigate the origin of the flames and smoke. "Lucretia Lombard" is now showing at the World Theatre and has met with great success during the last two nights.

THE CORONET.

Hundreds who have seen "Monte Cristo" in the Coronet Theatre during the last two days will bear ready testimony to the superlative merits of this great picture. Taking one of the most wonderful stories ever written, the producers have made a film excelled by few for sheer fascinating appeal. But besides its superb romance, "Monte Cristo" is remarkable for its historical accuracy and for its faithfulness to Alexandre Dumas' famous narrative. Such few concessions as have been made to screen technique are hardly noticed and the film sweeps forward with all the magnificent force and glamour of the words that came from Dumas' pen, capturing the imagination as completely as does the book. However, an immortal story is not the only claim that "Monte Cristo" makes for praise; it boasts besides some splendid acting, the character studies being especially fine and fully justifying, as so few do, the "close-ups" given at the more emotional moments. To catalogue the enjoyment of the cinema-goers who have yet to see the picture, but mention must be made, however brief, of the dungeons of the dreaded Chateau d'If, the bottom of the sea when Dante is flung from the battlements of the great treasure cave, and finally the gorgeous ball-room scenes in Paris. After seeing these and other little less notable settings one can quite believe that the total cost of "Monte Cristo" after six months' steady work, was nearly half a million dollars.

GET YOUR

SMOKE

ONLY FROM THE

LEADING TOBACCONISTS

TABACQUERIA FILIPINA

LEADING TOBACCONISTS, OPPOSITE QUEEN'S THEATRE

PIANOS FOR SALE OR HIRE.

TSANG FOOK PIANO CO.

Tel. 3137.

94A, WARDEN ROAD.

ELECTRIC

LIFTS

FOR

WAYGOOD-OTIS

PASSENGERS
AND
GOODS.

With All Latest Improvements.

Full Particulars and Quotations from—

DODWELL & CO., LTD.,
SOLE AGENTS.Chamberlain's
Cough Remedy

Cures Coughs, Colds,
Croup, Sore Throat,
Hoarseness, Bronchitis,
Whooping Cough and all
Throat Diseases.

Sold Everywhere.

SAIGON RICE MARKET.

The Campagne de Commerce et de Navigation d'Extrême-Orient of Saigon, in their report dated September 3rd, say:—

The general tendency of our market is much quieter, showing a decline in prices both on rice and brokens. There is no demand from foreign buyers, and this will cause prices to drop further shortly. The total amount of rice exported from the 1st January to September 7th, 1924, is 871,271 tons against 917,202 in 1923. We quote to-day white Saigon rice No. 2 sifted, Japan quality, Hongkong \$7.10 per picul f.o.b. Saigon for October-November shipment.

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.

Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

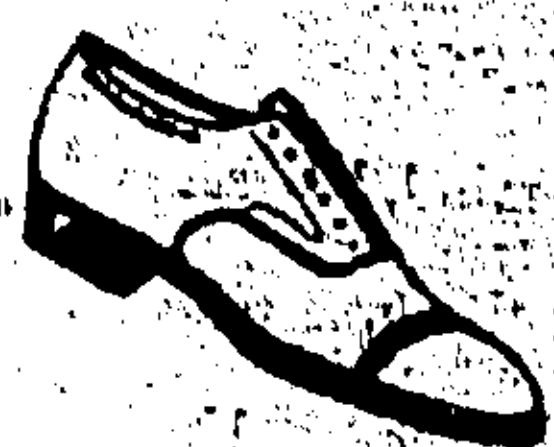
Is given in the

HONGKONG WEEKLY PRESS

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."

Subscription, paid in advance—\$15 per annum for delivery in Hongkong, including postage to any part of the world—\$15.



The Edwin Clapp
SHOE

Stocked
in
Tan
Black
and
Patent
Leather

THE Edwin Clapp shoe gives to its wearer a feeling of satisfaction and a pride of ownership that comes only from the possession of fine things and makes it possible for you to enjoy that rare combination—the utmost in style with absolute comfort in wearing.

Mackintosh & Co., Ltd.

MEN'S WEAR SPECIALISTS.
Alexandra Building, Des Voeux Road.

TAKE A PEG

OF
JOHN BEGG.

All the Royal Palaces supplied with this excellent Whisky for over Seventy-five years.

JOHN BEGG'S

SCOTCH WHISKY (BLUE CAP)

DONNELLY & WHYTE,

SOLE AGENTS.

TEL. CENTRAL 636.

JUST ARRIVED.

FRESH SUPPLIES OF
HUNTLEY & PALMERS

PEEK FREAN

JACOB'S

FANCY ASSORTED

BISCUITS.

THE SINCERE CO., LTD.

WHITEAWAY'S

LADIES' DEPARTMENT.

NEWLY ARRIVED SHIPMENT OF

"BALLY'S"

HIGH CLASS LADIES' FOOTWEAR

INCLUDING EXCELLENT DESIGNS IN

"WALKING," "SPORTS," and "EVENING"

SHOES.

A SPLENDID
ASSORTMENT
OF PLEASING
SHAPES AND
STYLES IN
EVENING SHOES.

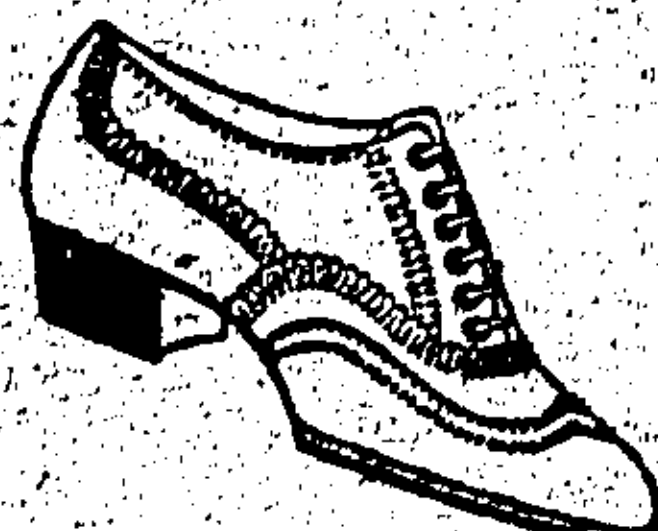
MODEL 1
BLACK GLACE KID
1 STRAP
PRICE: \$15.50

MODEL 2
BLACK GLACE
KID LACE OXFORD
SHOE
PRICE: \$15.50

MODEL 4
TAN GLACE TAN AND
GREY SWEDE
PRICES: \$16.50 & \$19.50

MODEL 5
DARK TAN LIGHT
WEIGHT WALKING
BROGUE SHOE
PRICE: \$18.50

MODEL 3
BLACK PATENT
FANCY BAR
EXCELLENT
MODEL
PRICE: \$24.50



WHITEAWAY LAIDLAW & CO., LTD.

THE RUSSIAN VOLUNTEER FLEET.

PRESENT POSITION AND FUTURE PLANS.

[FROM THE ROSIA NEWS AGENCY.]

The Russian Volunteer Fleet ("Dobroflot") was founded in 1918, on the basis of popular subscriptions. By 1914 it had grown to be a powerful mercantile enterprise owning a large fleet of ocean-going vessels, considerable money resources, as well as valuable property both in Russia and abroad. The flag of the Russian Volunteer Fleet was well-known in every port, and its offices and agencies, to the number of 34, were spread over the whole world.

The Volunteer Fleet was the instigator of the opening of direct maritime routes to the Far East (Odesa to Vladivostok), which have played an important part in the development of Russian trade with the Far East. At the same time, the vessels of the Volunteer Fleet instituted regular services between Vladivostok and the Russian shores of the Okhotsk and Behring Seas, making possible both a closer linking of the Far Eastern ports one with another, and creating a valuable connection between them and Vladivostok; and consequently with Central Russia. Further, the establishment by the Dobroflot of express services between Vladivostok and the ports of Japan and China has served as a continuation of the great Siberian waterway and given them international significance as a means of transport. For some time, also, the Volunteer Fleet maintained its own western line from Libau to New York, serving chiefly for transporting emigrants.

At the outbreak of the war in 1914 the Volunteer Fleet controlled 45 steamships with a total tonnage of 104,000 tons dead weight. The following figures give some idea of the financial position:

	Roubles.
Capital:—	
By subscriptions	4,151,105
For insurance	5,437,425
Reserve	8,733,753
Value of ships	16,207,351
Immovable property	9,607,070
Liquid assets	20,770,700
Current accounts	4,106,065
Paper and securities	2,048,103

From 1917 the position of the Russian Volunteer Fleet greatly changed. Steamships seized by the "White" Provisional Governments were sent abroad and there disposed of for practically nothing; other, very valuable property was either taken abroad or destroyed. A part of the Board of Management emigrated from Russia. Thus the activity of the Volunteer Fleet in Russia came to an end.

IN CHINESE WATERS.

By the decree of the Supreme Economic Council of January 11th, 1922, the Volunteer Fleet was called upon to resume its activities. With the addition of new members to the Board of Management, operations began on February 16th, 1922. At that time, the new management had control of only three vessels (and that conditionally, for they were mortgaged) in Chinese waters, with a total loading capacity of 4,000 tons. The greater part of the immovable property stood in need of extensive repair, and was under the control of various authorities, while in the Far East the whole property had been seized by the White Guard organisations. The vessels that had not been taken abroad were scattered in various ports and were in the hands of various authorities and even private persons. This was the state of things when the new Russian Volunteer Fleet began its work.

At the present time, the Russian Volunteer Fleet has already become one of the largest maritime transport organisations in the U.S.S.R. All its former property has been collected and put into order, and, among its liquid assets, the Dobroflot counts 16 steam vessels with a dead-weight of 48,290 tons. The various offices, agencies and representatives in the U.S.S.R. and abroad number altogether 214. The basic capital at the present time is as follows:—

	Roubles.
Value of vessels	2,297,523
Value of liquid assets	56,290
Value of immovable property	450,918
Total	2,764,701

From the very beginning, the Dobroflot has endeavoured to increase its tonnage, as this is particularly important for the development of Soviet maritime trade and its emancipation from dependence on foreign firms. Although ships formerly owned by the Dobroflot and taken abroad have been gradually returned to it, many of these were in great need of repair. At the present time, all the largest vessels are marked "A" at Lloyd's.

DIRECT TO VLADIVOSTOK.

The ships of the Dobroflot XI follow the route Leningrad—British ports; Great Britain—Black Sea, but for the most part, as before the war, the Dobroflot serves the Far East, providing routes along the whole coast from Vladivostok to Kamchatka and Saghalien from Nikolaiev to the Amur, and to the ports of Japan and China. There is also one line to the Kolyma River.

From the opening in the route to Vladivostok up to January 1st, 1924, 388 journeys to that port have been made by vessels of the Dobroflot, conveying 40,677 passengers and 412 million pounds of freight.

From the time of its reconstruction up to January 1st, 1924, the Dobroflot has handled freights amounting to 770,000 pounds. Since March, 1923, Dobroflot has acted as the chief agent of the State Insurance Department in regard to marine insurance. Up to January 1st, 1924, 4,003 insurances had been effected.

(Continued on next column.)

HONGKONG JOCKEY CLUB.

HANDICAPS FOR THE FIFTH EXTRA RACE MEETING.

Following are the handicaps for the 11th Extra Race Meeting which takes place on the 11th and 13th inst.:

Reading HANDICAP "A" CLASS (Six Furlongs):

Prince Regent	158
Edenhill	158
Hartfield	157
Minchhead	157
Racing the Wind	156
Orient Dahlia	155
Rialto Star	153
Valiant Dahlia	153
Silver Spear	153
Friarsfield	153
Rivergrass	151
Sunstar	152
Roman Parrot	151
Irrepressible	150
Pencastle	150
Full House	150
Washington	149
Gaudie	148
Speargrass	148

Reading HANDICAP "B" CLASS (Six Furlongs):

Woodpecker	157
Grey Dragon	157
Musketier	153
Nastaran II	152
Day of Surprise	152
King Charlie	152
Smart Guy	151
Langsat	150
Little Minch	150
White Rose	149
Fighting the Wind	149
Manchurian Prince	148
Drake	148
Peninsula Lad	148
Bluebottle	147
Golden Jubilee	146
Pre-Catalan	146
Wattheau	145
Majestic Lad	145
Pet Mouse	144
Uncle George	144
Exchange Bill	143
What to do	143
Cottongrass	143

BECKHAMPTON HANDICAP "A" CLASS (11 Miles):

Spotted Sand	165
Newton Abbot	163
Minchhead	155
Kashmir	153
Silver Spear	154
Sunstar	153
Rialto Star	151
Irrepressible	151
Valiant Dahlia	150
Grey Dragon	150
Friarsfield	149
Roman Parrot	148
Orient Dahlia	148
Washington	146

BECKHAMPTON HANDICAP "B" CLASS (11 Miles):

Gaudie	162
Durian	163
Silver Leaf	154
Woodpecker	154
King Johnnie	154
Mountain Hawk	153
Musketier	153
Satisfaction Dahlia	153
Day of Surprise	152
Mopoke	151
Peninsula Lad	148
Wattheau	148
Pet Mouse	145
Majestic Lad	145
Cottongrass	143

ONIONDE HANDICAP—1 Mile (2nd Day):

Spotted Sand	165
Fearn Leaf	160
Hartfield	155
Rivergrass	154
Rialto Star	153
Friarsfield	150
Langsat	146

During the current working year the Volunteer Fleet proposes to carry out the following programme of sea-journeys to the Far East:—

	Journeys.
Northern Line—	
Vladivostok-Okhotsk Sea-coast of Kamchatka	12
Coastal Line—	
Vladivostok-Nikolaievsk	5
Vladivostok-Alemandrovsk	14
Vladivostok-Totykha	4
Vladivostok-Nakhodka	58
Vladivostok-Poset	29
Vladivostok-Kangasus	72
Vladivostok-Russian Island	240
Total	475
Chinese Line—	
Vladivostok-Shanghai	11
Vladivostok-Kobe	13
Vladivostok-Kobe	13
Miscellaneous Lines—	
To the ports of Japan and China	53

With regard to the European lines, journeys are not performed regularly, but vary according to food and cargo received.

NEW VESSELS.

Anticipating a further extension of its activity, the Volunteer Fleet has worked out a plan for the extension during the next five years of its tonnage engaged in the Far East. By the end of that time it is expected that the freight turnover will have received pre-war proportions. At present the tonnage of the Dobroflot in the Far East has about 25 per cent of the loading capacity of the pre-war tonnage. The increase it is proposed to effect amounts to 19 vessels, with a total of 34,200 tons dead weight. All the new vessels will be of the cargo-passenger type, built according to Lloyd's A1 specification, suitable for winter navigation, with a speed of 10-12 knots, and equipped with steam heating and electric lighting and ventilation.

LOCAL SPORT.

INTERPORT CRICKET.
TEAM SELECTIONS.

The following teams have been selected by the Interport Selection Committee:—
Saturday, October 4th, commencing at 1.45 p.m.:

R. Hancock (capt.), A. C. I. Bowker, J. Finnie, H. Owen Hughes, E. J. R. Mitchell, Capt. R. F. Walker, Rev. E. K. Quick, A. E. Wood, H. E. Hollands, E. W. Hamilton, Rev. T. B. Powell, and Col. Robertson.

T. E. Pearce (capt.), E. B. Reed, Surgt. Stripp, S. Major Jacobs, G. R. More, N. Bulhatchet, Capt. West, A. A. Rum-jahn, H. J. Armstrong, Lieut. Hargreaves, Mr. Gr. Rough, and E. G. Lammer.

Timina will be served in the Club Pavilion at 1 p.m. sharp.

Saturday, October 11th, commencing at 1.45 p.m.:

A. E. Wood (capt.), A. W. Ramsay, F. E. Lawrence, S. H. Ismail, G. H. Piercy, F. H. Holdman, F. J. Ling, Godwin, H. G. Wallington, Ng. Sz Kwong, S. Major Jacobs, and E. G. Lammer.

Col. Robertson (capt.), E. C. Fincher, T. E. Yeoh, A. L. Arculli, L. D. McNicoll, Lieut. Comdr. Jotham, F. Baker, E. Squibbs, Capt. Kent, G. R. Vallack, Mr. Gr. Rough, and N. Balhatchet.

Timina will be served in the Club Pavilion at 1 p.m. sharp.

Monday, October 13th, Club v. Canton, commencing at 11 a.m.:

L. D. McNicoll (capt.), E. J. R. Mitchell, H. J. Armstrong, H. E. Hollands, H. Owen Hughes, G. H. Piercy, E. G. Lammer, G. R. More, G. R. Vallack, F. N. Young, and J. Finnie.

WEEK-END CRICKET.

VOLUNTEERS v. I.R.C.

The following will represent the Volunteers against the Indian Recreation Club on Saturday, October 4th:—

W. Brackenridge (capt.), W. W. MacKenzie, J. A. E. P. Palmer, D. B. Peck, G. W. Sewell, H. M. Howell, G. R. Vallack, C. Fitzroy Lloyd, D. Lithgow Smith, H. G. Burns, and N. C. Barber. The match takes place at Sookunpoo at 2.15 p.m., and bus leaves Pavilion at 1.50 p.m. sharp.

FOOTBALL.

The following teams have been selected to represent the Kowloon Football Club in their League matches on Saturday, the 4th inst.:

1st Division v. East Surreys, at Kowloon (kick-off at 4.45 p.m.):—A. Duncan, F. Wheeler and T. L. Knight; A. W. Turner, J. McKelvie (capt.), and B. Pasco; F. Cleimo, B. Vickers, S. Hayes, R. H. Nash and J. Muir. Reserve: J. Marion.

2nd Division v. Sacred Heart, at St. Joseph's ground at 3.15 p.m.:—J. Bench, A. Spary and H. Prowse; A. W. Brown (capt.), W. H. Brown, and S. Randle; V. Hast, A. Kirby, A. Latham, J. McBride, W. Hillyer; Reserves E. Shuster and F. Ross.

The following players will represent the Sacred Heart F.C.:—Cruz, A. Jackson, B. A. Hyder (capt.), D. Mohamed, N. John, G. Lai, J. Dyer, Iron Bux, A. Dallah, A. G. Mohamed and L. Castilho.

HOCKEY.

The second practice game of the H.R.C.C., played on Wednesday evening at Kowloon, introduced several players who had not previously appeared in the field this season.

A feature of the game was the combination of the White forwards, consisting of Macmaster, G. B. Hett, Woodward, Maccock and Price. Although Becker, playing left full-back for Colours, was often successful in checking an attack of their right wing, there were occasions when the speed and neat passing of the whole forward line resulted in their finding themselves facing an open goal, and although the first goal scored was actually diverted into the net by a Colours defender, the remainder were well scored and well deserved.

The White defence, weaker on paper, was assisted by the tendency of the Colours forwards to overrun their passes and to waste opportunities given inside the circle. There is always a tendency among inexperienced forwards to indulge in elaborate stickwork and to attempt to "tee up" before taking a shot at goal.

When a forward attack gets under way time is everything. Halves must be unable to get back in time to be of any use as defenders, backs must be beaten by "short passing" between centre and inside forwards or a fast pass to the wing followed by an equally fast centre, not too far forward, and the goalkeeper must be compelled to face a stinging shot. Even supposing he manages to cover this, it does not follow that he will be equally successful in clearing to a safe distance, and a second shot may be possible, the probability being that it will find him at a disadvantage and produce the desired goal.

(Continued at foot of next column.)

SWIMMING.

V.R.C. CHAMPIONSHIPS.

Some excellent performances were witnessed at the Victoria Recreation Club yesterday evening, when the competitions for the various Championships were continued.

Returns in the various events contested were as under:—
Two LENGTHS HANDICAP (Members):

The following qualified for the final:—
V. Ramsay, S. Marcel, A. Kitchell, and J. Stewart.

Boys' High Dive (Open to boys 15 years of age and under):
F. Hartley (18 points)..... 1
F. Zimmern and J. A. Cassumbhoy dead-heated with 50 points each for second place. In the re-dive Cassumbhoy won by 2 points.

Ladies' Two LENGTHS HANDICAP (Open):
The following qualified for the final:—
Miss E. Bliss, Miss R. Kitchell, Miss M. Blunsdon, Miss B. George, and Miss G. Ramsay.

Running Header from Springboard:
M. W. Duck 110 points..... 1
A. Duncan 103 points..... 2
D. Laing 103 points..... 3

100 YARDS CHAMPIONSHIP OF THE COLONY:
D. Lyon 3mins. 49secs..... 1
C. J. Cooke 5mins. 3secs..... 2

In this event, Lyon beat his own previous record.

Girls' Two LENGTHS HANDICAP (Open):
The following qualified for the final:—
Gladys Allen, J. Groundwater, C. Dixon, and D. Hunt.

100 YARDS BACKSTROKE CHAMPIONSHIP:
J. R. Johnstone (78.1-secs.)..... 1
E. A. Noronha (82.2-secs.)..... 2

In this event Johnstone beat his own record by 2-secs.

Two LENGTHS HANDICAP (Members):
The following qualified for the final:—
J. Montalto, J. A. Kent, R. da Rocha, G. Razavet, W. G. Urquhart, and D. Laing.

Two LENGTHS HANDICAP (Boys):
The following qualified:—
Neaves, Remedios, L. R. Pereira, C. Tignereiro, F. Zimmern, A. Bliss, J. Brooks, E. G. Wiltchell, and G. Chue.

Two LENGTHS TEAM RACE (Members):
Won by Razavet's team by 2-secs.
Time: 2mins. 25secs.

The Water Polo match arranged between the Army and the Navy was abandoned.

WEDNESDAY'S RESULTS.

JOHNSTONE WINS HALF MILE.

Some good swimming was witnessed in the V.R.C. Championships when the following events were decided:—
Woo Challenge Cup (Half Mile Championship of the Colony, confined to Chinese):

Leung Sui Man 1
Tong Chui 2

Won by 14.3-secs. Winner's time, 18 mins. 4secs.

HALF MILE CHAMPIONSHIP OF THE COLONY:
J. R. Johnstone 1
D. Lyon 2
D. Laing 3

Winner's time, 12mins. 46.2-secs.

320 YARDS BREAST STROKE (Confined to Chinese):
Leung Tit Sang 1
Wong Ping Fan 2
Wan Kwong Tin 3

Winner's Time, 5mins. 34secs.

THROWING THE POLO BALL (Open):
J. A. Kent 577.7 ft. 1
J. R. Johnstone 547 ft. 2

R. C. Wiltchell at first tied with Johnstone for second place, and was narrowly beaten in the re-throw.

The following qualified for the Final of the Girls' 100-Yards Championship:
E. Allen, 1min. 25secs.
H. Gourlay, 1min. 33secs.
M. George, 1min. 39secs.
D. Hunt, 1min. 39secs.

S.C.A. AQUATIC SPORTS.

South China Athletic Association and Chinese Bathing Club announce that their annual aquatic sports will be held on October 13th, at the Victoria Recreation Club Bath, lent for the occasion. There are 19 events on the programme, and special interest attaches to the two events open to the Colony. These are the 320 yards breast stroke and the 100 yards free style competitions.

AGA KHAN'S RACING SUCCESS.

The Aga Khan's remarkable racing successes during the last three years are emphasised by Salomon Trout's victory in the St. Leger. His owner has won 13 races and £21,500 in stakes in England during 1924.

Last year he won 22 races and £23,400 in stakes and in 1922, 13 races and £13,162.

Service hockey will be as strong as usual this year and it is hoped that there will be games every week for all those wishing to play. With the Second and Third Elevens adequately supported there ought to be a very useful reserve from which to draw for the First Eleven in case of need, and the number of Second and Third Eleven fixtures already arranged will provide for the maintenance of a "regular player" standard among those members who do not expect to be included in the First team in the ordinary way.

LAUNCH AT TAIKOO DOCKYARD.

NEW VESSEL FOR CHINA NAVIGATION CO.

CHRISTENED BY MISS GRACE.

There was a very representative gathering of Europeans at the Taikoo Dockyard, yesterday morning, on the occasion of the launch of the s.s. *Anhui*, built for the China Navigation Co. Launches conveyed the visitors to the Dockyard from the Murray Pier.

At the yard there was the usual busy throng of workmen, and at about 11.30 a.m. the naming ceremony was performed by Miss Gladys Grace, daughter of the Commodore. Others present at the ceremony included Commodore Grace, Paymaster-Lt. Commander Worthington, Mr. G. M. Young (Manager of Messrs. Butterfield & Swire), Mr. J. Reid (Chief Manager of the Dockyard), Mr. K. E. Greig (Chief Engineer), and the Dockyard staff.

At the moment that Miss Grace named the vessel in the usual way the *Anhui* began to move, and without even a quiver made her way down the slipway and took the water, while the spectators gave voice to a cheer.

Following the ceremony the visitors were entertained by the Company to refreshments.

10 C.N. STEAMERS IN 15 YEARS.

Mr. G. M. Young, who addressed the gathering, said it was a great pleasure for him to welcome them to see such a successful launch. During the past 15 years the Taikoo Dockyard Company had built no fewer than 19 steamers for the China Navigation Company, with a total gross registered tonnage of 31,000. The *Anhui* was the largest steamer the China Navigation possessed to-day, and he sincerely hoped that this effort of theirs would encourage the Company. He trusted that the China coast trade would improve sufficiently to encourage that Company to place further orders.

The *Anhui* had been most carefully designed in accordance with the owners' wishes, and was undoubtedly the most suitable type of ship for the coast. Both the owners and the builders were obliged to Miss Grace for naming the *Anhui*, and he was very pleased, on behalf of the Taikoo Dockyard, to hand over to her a memento of the occasion. Whereupon he presented Miss Grace with a diamond pendant.

The health of Miss Grace was proposed by Mr. Reid, and the Commodore acknowledged the compliment.

Commodore Grace thanked the company for the honour conferred upon his daughter. It was with great pleasure that his daughter went to the gateway and christened her first-born child. It was hardly necessary to say how much he appreciated the kindly sentiment that had led his daughter to play such an important part in the proceedings that day.

THE DEVELOPMENT OF OCEAN TRADE.

Commodore Grace took this opportunity of congratulating the Taikoo Dockyard and the China Navigation Co. on the first ship that had just been launched. If they looked back through the ages it was interesting to trace how Europeans came to be administering the important trade of the China seas. For thousands of years the Chinese merchants exported their silks and spices to the West, and in the old days caravans, heavily laden with goods, wended their way through India, Arabia and Asia into Europe. At that time we, in Great Britain, were merely barbarians. But news of the great caravans gradually filtered through. In the 14th and 15th centuries Turkish hordes advanced into South Europe, with the result that the caravans could not get through. However, in the British Isles there was a people who desired to go to sea for a pastime, and the sea routes India and China were discovered. These hardy mariners and explorers brought wealth and strength to their respective nations. This led to the British Empire as we knew it to-day. The reason for it was the transference of traffic from land to sea.

This dainty little ship, whose life on the water had now commenced, was as well equipped and built as any the Taikoo Company had produced. But her efficiency and active life must depend on the men who manned her. By this he meant the European members of the ship and those who used this harbour, of which we were justly proud. So he took this opportunity of making an appeal on behalf of the Missions to Seamen. This Society did not pay its way last year, and it was time something was done about it. It was up to all to do their best in this regard. Most of those present had travelled on the high seas and owed much to the seaman. He trusted that this new ship would always be a credit to her builders, her country and Messrs. Butterfield & Swire.

He then proposed the health and prosperity of the Taikoo Dockyard and the China Navigation Company.

Mr. Reid, also responding, said they turned good work out at the Dockyard, and would always continue to look for further orders.

Mr. E. B. O. Hornell thanked the Taikoo Company for their hospitality to the visitors. In addition to the Commodore and Miss Grace, others at the principal table were: Mr. G. M. Young, Mr. J. Reid, Mr. Hornell, Mr. and Mrs. Beith, and Mrs. E. Cook.

(Continued on next column.)

EXTENSIVE OPIUM SMUGGLING.

TWO CHINESE CHARGED.

CASE ADJOURNED.

Acting on information received Revenue officers visited an office at No. 112, Des Vaux Road, on September 2nd, and seized a number of papers and documents.

As a sequel to this seizure two Chinese were charged at the Central Magistracy yesterday afternoon, with being concerned in the smuggling of opium into China, through Hongkong and other ports.

Mr. J. D. Lloyd, Superintendent of the Import and Exports Office, prosecuted, and Mr. E. S. C. Brooks appeared for the defence.

Evidence was given by the Revenue officials to the effect that the books and papers showed transactions in raw and prepared opium amounting to about \$1,000,000. The agencies of the firm appeared to extend from Hongkong up to Peking.

Mr. Brooks said he did not dispute the fact that the firm had carried on these illicit transactions in opium, but he was out to prove that the defendants were in no way connected with the firm.

Evidence as to what was discovered in the office was given by Revenue officials, and his Worship adjourned the case.

COUNTERFEIT COINS.

KOWLOON BUS CONDUCTOR CHARGED.

As a sequel to numerous complaints made to the effect that counterfeit coins are being circulated by bus conductors, Mr. E. W. Hamilton had before him at the Kowloon Magistracy yesterday morning, an employee of the Kowloon Motor-Bus Company, who was charged with uttering a spurious ten-cent piece, and also with having in his possession ten other counterfeit coins.

Defendant pleaded that he had received the coins from passengers, and did not know they were spurious.

Inspector T. Murphy said that a \$1 note was given to a detective, who travelled on defendant's bus, and while in the bus, the detective noticed that the conductors bag had three compartments. One compartment contained the ten spurious coins only. Out of the dollar he received 55 cents change, one ten-cent coin being bad. He noticed defendant put his hand into different compartments of the bag when searching for the change. The case was adjourned, bail being granted in the sum of \$500.

A NEW HOME FOR DOGS.

S.P.C.A. HOME IN KOWLOON.

A new home for dogs has been opened in Kowloon under the management of the local S.P.C.A. The old home for dogs at Whitfield, which was a Government institution, has been closed down so that the S.P.C.A. takes the entire responsibility for the work of the "Dogs' Home." The new home in Kowloon is situated near the Disinfecting Station in Waterloo Road. The S.P.C.A. are prepared to take care of dogs during the absence of their owners at fees which can be arranged with the Secretary of the local branch (Mr. B. L. Frost). There is accommodation for approximately 25 dogs and six special kennels are provided.

DESCRIPTION OF THE VESSEL.

The *Anhui* is a vessel of 3,500 tons. She is of the awning deck type, has an overall length of 350 feet, a beam of 49 feet and 34 feet depth to the awning deck, and is built to standards approved by the British Corporation on the deep-framed system, with a cellular double bottom all fore and aft, three complete decks, and four cargo holds. A large steel deckhouse amidships has accommodation for 20 first-class passengers with the saloon, and fore end.

On the promenade deck are staterooms and a saloon for eight passengers. The dining saloon has been designed, with panelled in dark hardwood which, with the pleasing upholstery, makes a very neat and harmonious room. The officers and engineers are accommodated in rooms above the passengers' staterooms. On the boat deck in a steel house are the captain's rooms with chart room forward. At the after end of boat deck is a steel house for the wireless operator and a room for the officers' recreation, combining smoke room and music room for their use.

The vessel has 10 steam winches and 10 derricks arranged for 2, 5 and 10 ton lifts while provision has been made for a 30 ton derrick. Electric light is fitted throughout the vessel, and there is a plentiful supply of fans. Eight lifeboats are housed on the boat deck, the davits being fitted with turnbuckle patent turning gear. This vessel, which is of new design, is sure to prove attractive for the deck passenger trade as the upper deck has large opening ventilating ports at the ship's side extending the whole distance of passenger space.

The machinery consists of one set of geared turbines of the Brown Curtis type, supplied with superheated steam from three multitubular marine boilers having a working pressure of 220 lbs. per square inch. Turbines and boilers have been constructed by the Taikoo Dockyard. A speed of over 13 knots is anticipated on trial.

THIEF CAUGHT IN THE ACT.

AN ALERT INSPECTOR.

A curious incident occurred at a social gathering held at St. Andrew's Church Hall, Kowloon, on Wednesday evening. During the course of the proceedings a European Police Inspector (Inspector Bond) entered the hall bringing with him a Chinese. The Inspector, who was holding a motor-cycle horn in his hand, asked to whom it belonged and on the owner (Mr. H. W. Kew) stepping forward, the Inspector informed him that a Chinese had attempted to steal it from a motor-cycle standing outside the building.

The Chinese was yesterday at the Kowloon Magistracy, sentenced to six weeks' imprisonment by Mr. E. W. Hamilton on a charge of theft.

The defendant's plea was that he did not steal the horn, which was lying on the ground. He only kicked it as he was passing.

Inspector Bond stated that he saw the defendant leaning over the cycle. After the accused left the machine witness pursued him and had him arrested.

HIGHWAY ROBBERY CHARGE.

TWO MEN SENT FOR TRIAL.

Yesterday afternoon at the Kowloon Magistracy, Cheung Tsong and Cheung Tsu, two young Chinese, again appeared on remand before Mr. Hamilton charged with having stolen money with violence on the public highway from Cheung Kam Fong, a Chinese married woman.

Complainant giving evidence, said that on September 13th, she took her two little boys to a stream to bathe them for a skin affection they had. While she was doing this, three men came up, and two of them, producing daggers, demanded her money. Pressing the daggers against her sides, they ran their hands round her, and stole her girdle, containing the money mentioned in the charge. Witness identified certain 100-Rupce notes, produced in Court, as having been stolen from her. While the two men were dealing with her, the third looked after her two children. The witness identified the first defendant as one of the men who robbed her.

Continuing, she stated that the men tied her up to the bridge with some bandages (produced) and decamped. Later one of her children untied her.

Both defendants were committed for trial at the Sessions.

PORTUGUESE AT VARIANCE.

SEQUEL TO RECENT ASSAULT CASE.

Before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, Mr. C. A. S. Russ applied on behalf of Mr. H. A. Barros for leave to appeal in connection with the recent Portuguese assault case.

In reply to the Magistrate, Mr. Russ said that he had not yet formulated his grounds, but it came under the question of "fact."

Mr. Hamilton stated that he would grant a certificate of leave to appeal under Section 103 of the Magistrates' Ordinance.

THE VERY REVEREND FATHER A. BANCHI.

IMPENDING DEPARTURE.

The local Catholic community deplore the loss which they will shortly sustain through the impending departure from the Colony of the Very Reverend Father A. Banchi, Rector of the Roman Catholic Cathedral, who has been called by special telegram from the Holy See to proceed to Rome where a more responsible position is awaiting him. After devoting 24 years of his life in the service of the Italian Mission in China his faithful services have been recognised by the Ecclesiastical Authority in Rome. He departs next week, by the s.s. *Fiume* scheduled to sail on or about the 6th instant.

Father Banchi already has been the recipient of many farewell addresses and souvenirs from the various Catholic religious organisations, and he is to be entertained to a farewell dinner by the members of the Catholic Union Club on the 4th instant at 8 p.m. at the Club hall where the members and friends will assemble to bid him *bon voyage*.

The manifold duties assigned to Father Banchi here, since his appointment as Rector of the Roman Catholic Cathedral, have been discharged to the great satisfaction of the entire Catholic community and it is felt that it will be difficult to find another who can adequately fill his place.

EAST RIVER MILITARY SITUATION.

YUNNANESE GENERAL'S OPTIMISM.

We take the following from the *Canton Times*:

Since the order issued by President Sun for the withdrawal of the Government troops from the East River front and the continuous departure of other troops on the Northern Expedition, uneasiness has been felt among the people, who fear that Chen Chiung Ming may take advantage of the evacuation and attempt an attack upon Canton.

This fear, however, is dismissed by Gen. Fan Shik Sang of the Yunnanese troops, as absolutely ridiculous. In an interview, General Fan declared that, should Chen Chiung Ming disregard the opportunity given him by President Sun to lead his troops to Fokien, and, instead, attempt to attack Canton, nothing but instant defeat will be the result for Chen Chiung Ming.

MORE EFFECTIVE.

The withdrawal of the Government troops from Waichow and all along the route to Shekiung, means the shortening of the line of defence and the concentration of the troops to cover a more limited territory, thereby increasing the effectiveness of the numerous units of the Government armies, says General Fan.

Chen Chiung Ming has but 30,000 men in the East River at the most. Should he attempt to march on Canton he has to distribute about one third of his forces to guard the entire territory evacuated by the Government troops, which leaves him a fighting force of but 20,000, a number that can easily be handled by the Yunnanese, the Kwangsi and a portion of the Cantonese armies.

BRIGANDAGE.

As to the probable outbreak of brigandage, the bandits, whose sole purpose is to loot and intercept arms and munitions, show no preference towards either the Government troops or those of Chen Chiung Ming. Bandit attacks will be more detrimental to Chen Chiung Ming than to Government troops, for the fact that the territory evacuated and which might be occupied by Chen's troops, will be infested by brigands of all kinds.

Furthermore, the means of communication and transportation by land and water are more favourable for the Government troops. Although a large number of the troops have departed for the Northern Expedition, those that remain are more than sufficient to protect the seat of the Government. Should the insurgent troops of Chen Chiung Ming come any nearer to Canton, one or two severe defeats will be enough to demoralise the entire force of the invaders, and disabuse Chen Chiung Ming from his dream of returning to Canton, should he choose to adopt a hostile attitude.

WORK OF THE S.P.C.A. IN HONGKONG.

A MONTH'S INSPECTIONS.

Following is the report of the inspection done during the month of September:

TRANSPORT.	
Poultry, crates	4,346
Poultry, on trucks and lorries, loads	240
Poultry, in junks and ferries, crates	452
Pigs, in junks and ferries	760
Pigs, on trucks and in baskets	888
Cattle, in junks	218
Cattle, ashore	718
Sheep and goats	80
Dogs	38
IMPORTS.	
Poultry, crates	3,500
Poultry, by rail	237
Pigs, in ships and junks	10,687
Pigs, by rail	36
Cattle	905
Sheep and goats	677
Cages small birds	72
Dogs	18
Cats	27
Monkeys	75
Owls	8
Tortoises, baskets	2
Hawks	14
EXPORTS.	
Poultry, by rail, crates	26
Poultry, in ships and junks, crates	68
Cattle	288
Sheep and goats	315
Cages small birds	17
Monkeys	20
VISITS.	
Markets	194
Birdshops	23
Dogs' home	19
Landing place at Kennedy Town	28
Cattle depots	14
Poultry depots	54
Railway stations	44
Dealers' shops	30
Pig pens at Yau-mat	10
MISCELLANEOUS.	
Markets watched, times	30
Ferries watched, times	29
Cases investigated	3
Ignorant cruelty	
Victims' cases corrected	100
Prosecutions by Mr. Frost	2
Amount of fines	\$24
Cautions given	15

LANE, CRAWFORD, LTD.

ARE NOW SHOWING

SEAMLESS AXMINSTER CARPETS

in Sizes suitable for Dining, Drawing Rooms, etc.

MADE-UP WILTON SQUARES

in Sizes—13'6" x 11'3" and 15'0" x 11'3".

SEAMLESS ART CARPETS

suitable for

Bedrooms in Sizes—9'0" x 9'0"; 10'6" x 9'0" and 12'0" x 9'0".

PLAIN CARPETING

in the following Shades—

TAN, WINE, BLUE, GREEN, BLACK, GREY, CRIMSON and BROWN.
Can be made to any Size.

AXMINSTER, WILTON & TAPESTRY

STAIR CARPETS.

AXMINSTER, REVERSIBLE AND

SUNDOUR RUGS

in all Sizes.

FURNISHING DEPT.

TOP FLOOR.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.

GENERAL MANAGERS,
HONGKONG.

MUSIC ALBUMS FOR PIANO.

PIANO PIECES THE WHOLE WORLD PLAYS

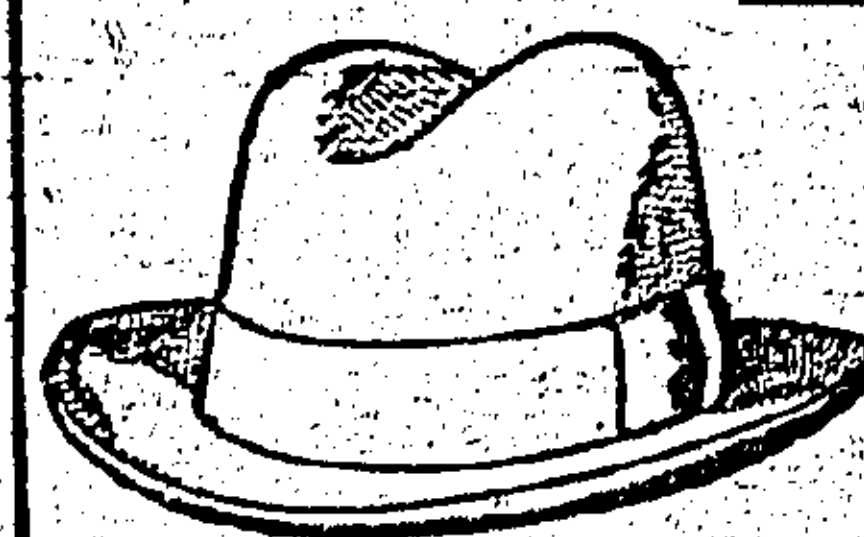
MODERN PIANO PIECES

RECITAL PIANO PIECES

ANDERSON'S.

Wm Powell Ltd

Telephone C. 3148.



GLYN'S HATS

Are well known for smart appearance and lasting wear.
It's a mark of better value, an insignia of quality, a broad that means absolute satisfaction.

SOLE AGENTS:

Wm. POWELL, LTD., HONGKONG HOTEL BUILDING.

JUST RECEIVED NEW STYLES — in Gentlemen's —

SOFT FELT HATS

MADE BY

GLYN & Co., 44, OLD BOND ST., LONDON, W.

TWEED HATS & CAPS

SILKS HATS

BOWLER HATS

TERAIS

STRAW HATS

NEW ADVERTISEMENTS

NOTIFICATION.

THE OFFICE AND STATIONS OF THE CHINESE MARITIME CUSTOMS FOR Kowloon and District will be CLOSED TO PUBLIC BUSINESS ON FRIDAY, the 10th OCTOBER, 1924.

R. H. B. WADE,
Commissioner of Chinese Customs,
Kowloon and District.
York Buildings,
Hongkong, 2nd October, 1924. [1320]

CONSULADO DE PORTUGAL
EM HONGKONG.

CERVEIRA DE ALBUQUERQUE E CASTRO, Consule Geral de Portugal, informa a Comunidade Portuguesa de Hongkong que, comemorando o 14.º aniversário da Implantação da República, receberá SABADO 4 de OUTUBRO, na sala Luis de Camões do Club Lusitano, das 11 às 12 horas, todos os Portugueses que o queiram honrar com a sua visita. [1322]

A.D.C.

IN view of An Important Dramatic Production contemplated by the HONGKONG AMATEUR DRAMATIC CLUB for this Winter, all interested in Dramatic Work are Cordially invited to send in their Names to the Undersigned.

Previous Experience Not Essential. In addition to Acting Parts there are Vacancies for Assistants in Every Form of Stage Work, such as Lighting, Scene Construction, Costume Designing and Supervising, also Organising and Publicity Work. No Singing and Dancing called for.

W. A. HANNIBAL,
Hon. Secretary & Treasurer of the
HONGKONG AMATEUR DRAMATIC CLUB,
c/o Messrs. W. A. HANNIBAL & Co.,
8a, Des Voeux Road Central.
[1319]

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "PERSEA".

FROM TRIESTE, VENICE, BRINDISI,
PORT SAID, MASSAUA, ADEN,
COLOMBO, PENANG AND
SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 3rd instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 3rd October, 1924. [1321]

HONGKONG JOCKEY CLUB.

THE FIFTH EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 11th, and MONDAY, 13th OCTOBER, 1924, commencing at 3.15 p.m. Each Day. The First Ball will be rung at 2.45 p.m.

The Charge for Admission to the Public Enclosure will be \$1.

Soldiers and Sailors in uniform, Half Price.

Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-Members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LESTER & DAVIS at \$5 each up to FRIDAY, OCTOBER 10th.

The Stewards invite the Ladies of Hongkong to be present. [1317]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 7128 for 25 Shares, 24 per Share Paid up, number 55128/55150 in this Society standing in the Name of ROBERT JOHN JACK SNEDDON, of Hongkong, has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a NEW Certificate for the 25 Shares will be issued in its stead by the Society.

PAUL LAUDER,
General Manager.
Hongkong, 8th September, 1924. [1323]

TO LET.

TO LET—One SINGLE ROOMED OFFICE on 1st Floor, No. 14/16 PRINCE STREET.

Apply to
PROPERTY OFFICE,
JAMES, MAXWELL & Co., Ltd.
[1196]

TO LET.

A SHOP facing the Harbour with Plate Glass Window adjoining the New P. & O. BUILDING, suitable for a Steamship Business. Frontage, 17 Feet; Depth 54 Feet, with Yard and Outbuilding beyond.
Address—"A.B." care of Daily Press. [1316]

TO LET.

OFFICE ROOMS in CENTRAL POSITION. Apply to
LINSTEAD & DAVIS,
[Alexandra Buildings,
[1309]

INTIMATIONS

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2, LOWER ALBERT ROAD, HONGKONG, on SATURDAY, 4th DAY OF OCTOBER, 1924, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from SEPTEMBER 27th to OCTOBER 4th, 1924, both days inclusive.

By Order,
M. MANUK,
Secretary.
Hongkong, 19th September, 1924. [1374]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for BOUND TRIPS during the Months of JULY to OCTOBER, from Hongkong to Foochow (Pagoda Anchorage) and Return, Calling at Swatow and Amoy on both the Upward and Downward Voyages, by the Company's New, Fast, Well-appointed Steamer "FALING" at the Reduced Rate of \$80, for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—48 hours.

The Trip occupies 8 to 9 days and the Steamer will leave Hongkong from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting). The Company's Steam Launch will convey passengers from Pagoda Anchorage to Foochow Wharf, if required.

For further Particulars and Dates of Sailing, Apply to
DOUGLAS LAFAIR & Co.,
General Managers,
Douglas Steamship Co., Ltd.
Hongkong, 17th June, 1924. [1308]

G. R.
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 6th day of Oct., 1924, at 3 p.m., at the Office of the Public Works Department, by Order of His EXCELLENCY the GOVERNOR, of One Lot of CROWN LAND at Pokfulam in the Colony of Hongkong; for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Lot No.	Locality	Boundary Measurements	Containing in Square Feet	Annual Rental	Upset Price
1	1	Lot 1, Pokfulam	100 ft. x 100 ft.	10,000	25	250
2	2	Lot 2, Pokfulam	100 ft. x 100 ft.	10,000	25	250
3	3	Lot 3, Pokfulam	100 ft. x 100 ft.	10,000	25	250
4	4	Lot 4, Pokfulam	100 ft. x 100 ft.	10,000	25	250
5	5	Lot 5, Pokfulam	100 ft. x 100 ft.	10,000	25	250
6	6	Lot 6, Pokfulam	100 ft. x 100 ft.	10,000	25	250
7	7	Lot 7, Pokfulam	100 ft. x 100 ft.	10,000	25	250
8	8	Lot 8, Pokfulam	100 ft. x 100 ft.	10,000	25	250
9	9	Lot 9, Pokfulam	100 ft. x 100 ft.	10,000	25	250
10	10	Lot 10, Pokfulam	100 ft. x 100 ft.	10,000	25	250

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTIES.

Situate at TAI KOK TSUI in the Colony of Hongkong.

To be Sold by AUCTION, Subject to a Reserve Price.

on WEDNESDAY,

the 15th day of OCTOBER, 1924, at 3.00 p.m.

In ONE LOT.

By MESSRS. LAMBERT BROTHERS, Auctioneers.

In their Auction Rooms in Duddell Street.

The Properties consist of—

ALL THOSE Pieces or Parcels of Ground situate at Tai Kok Tsui and registered in the Land Office as Section A of Kowloon Inland Lot No. 888 and Kowloon Inland Lot No. 891 together with the Messuages, Erections and Buildings thereon (if any).

Particulars and Conditions of Sale may be obtained from—

Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Solicitors,

or from

Messrs. LAMBERT BROTHERS, Auctioneers. [1294]

COMMENCING TO-DAY

William Fox presents

MONTE CRISTO

in ten reels

Increased Prices

slight change in times

2.30 & 7.15—\$1.00 & 50

5.10—\$1.50 & 80 cts.

9.20—\$2.00 & \$1.00

THE CORONET.

INTIMATIONS

**Gilbey's
London
Dry
Gin.**

DISTILLED AND BOTTLED BY

W. & A. GILBEY

By Royal Appointment to
His Majesty The King.

SOLE AGENTS:

**A. S. WATSON &
CO., LTD.,**

Wine and Spirit Merchants.

PHONE 616.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, OCTOBER 3RD, 1924.

THE CHINESE PRESS.

ONE of the subjects reviewed in the Decennial Reports of the Chinese Maritime Customs (of which volumes I and II have been issued) is the development of "The Native Press." As most people are aware, the Chinese newspaper Press is of very recent origin. With the exception of the old "Peking Gazette," which was a Government publication containing the mandates and appointments made by the Manchu Court, there was no newspaper published in a Chinese city down to about thirty years ago. The Chinese newspaper, in fact, was a foreign innovation; the original Chinese newspapers were the enterprises of British journalists. Of these papers the oldest with an uninterrupted existence of some sixty years, is, we believe, the "Chung Yeh Sun Po," which was an offshoot of the "Hongkong Daily Press," and with which in its infancy the late Dr. Wu Ting Fang was associated. Down to the time of the Boxer Rebellion in 1900 it would have been possible, we believe, to count the number of purely Chinese papers on the fingers of one hand. After that startling event which brought an allied foreign military expedition to Peking, the minds of the people began to broaden. A taste for newspaper reading developed—a desire to learn something more of the nations which had sent these military forces into China; and newspapers began to be published to satisfy this demand for wider knowledge. But it was not until after the Revolution of 1911 that newspapers began to crop up like mushrooms all over China until to-day there is hardly a town of importance without its daily newspaper. It is estimated that

there are upwards of 4,000 daily newspapers, besides many thousands of weekly and monthly periodicals now being published in China. Yet, though China has a population of nearly five hundred millions, it is doubtful if any Chinese newspaper has a circulation of more than 20,000 copies a day. When we compare this with, say, vast daily circulations of the London and New York papers running in some cases to over a million a day, we can realise how greatly the newspaper has yet to develop as an institution in China before it is able to compare with Western newspaper enterprise.

The Customs Commissioners who venture to express in the Decennial Reports any views on the general character of the Chinese Press agree that it is lacking in an adequate sense of responsibility and, generally speaking, has not yet reached that standard of reliability and honesty which is expected of such a powerful factor of advancement. Mr. Gordon Lowther (Shanghai) writes this sweeping indictment: "Very few of the papers are really independent or well informed. Most of them are notoriously corrupt. The good they might achieve for their country by exposing official incompetence and dishonesty is left undone, while they seldom pass by an opportunity for mischievous activities of an inflammatory and malicious kind." But as he very truly adds: "In China Proper honest and outspoken criticism cannot be expected under the ever-present threat of the heavy hand of the local militarist; but a higher standard might be looked for in Shanghai, where all newspapers, without exception, have established their offices under the protection of either the International Settlement or the French Concession. But few of the Shanghai papers are independent or conscientiously accurate. Most of them are tied down by their political affiliations. . . . As a general rule, Chinese newspapers are published for political purposes." We are rather surprised to read that in Shanghai there are no exceptions. That is not the case in Hongkong and some, at least, of the Treaty ports of China.

With all their imperfections, however, it must be admitted, as the Hankow Commissioner (Mr. F. W. Maze) remarks that "a laudable desire is manifest in the Chinese Press generally to instruct and educate the public and create a patriotism with legitimate hopes for the development of a strong and united China, self-respecting, and respected by others." Articles, as he observes, abound in which industrial achievements, the beneficent effects of railways, the success of Chinese merchants abroad, and patriotic and philanthropic acts of individuals are recorded, and essays on medicine, electricity, law, aviation, etc., written in a simple style which the man in the street can understand; impart a knowledge, however slight, of modern science and progress. For good or ill the newspaper press is a growing influence in the life of the nation, and it is satisfactory to observe that there is not only a growing recognition of the dangers of misdirected journalism, but a desire to get the imperfections of so important an institution corrected so that it may exercise an influence for good rather than evil. In this connection we may mention the opening this autumn of a Department of Journalism at the Peking University, to be under the direction of an experienced British journalist. Its aim, of course, is the improvement of Chinese journalism, and it is to be hoped the effort will receive the practical support and encouragement it deserves.

According to the rainfall records at the Botanic Gardens, the total rainfall last month was 10.25 inches.

What is believed by the police to be a case of murder has occurred at Circular Pathway. Early on Wednesday morning Coy Sing, keeper of a latrine, was found in the Pathway. There were a number of cut wounds in the head. He was removed to the Government Civil Hospital, and died two hours later.

On the occasion of the anniversary of the Portuguese Republic the Consul-General will hold an official reception on Saturday, the 4th inst., at the Club Lusitano from 11 to noon.

The master of the s.s. *Kwai Sang* has reported the death of two deck passengers on the voyage of the vessel from Bangkok to Hongkong. One passenger died of consumption and other from heart failure.

The Committee of the Peak Club have engaged Professor Malini, the magician, to give a performance on Saturday, October 11th, at 9 p.m., and the dance advertised for that date has been postponed to Saturday, the 18th inst.

At the Marine Magistracy, yesterday, the master of the motor-boat, *America*, was fined \$1 for carrying one passenger in excess of his licence. The master of another motor-boat, *Wu Shun N.*, was fined \$15 for failing to observe the law of the road.

GRUESOME DISCOVERY ON PRAYA.

CHINESE MERCHANT MURDERED. BODY IN EMPTY TEA CHEST.

A gruesome discovery was made about five o'clock yesterday evening on the verandah at 145, Connaught Road, when the body of a Chinese merchant was found in an empty tea chest.

Since September 30th Wong Pui, aged 52 years, a merchant in tea leaves, had been missing, and now it is only too evident that the mystery surrounding his disappearance has been cleared up.

Two friends of Wong from Kowloon visited the shop yesterday afternoon, and not finding him at business left the premises. Very shortly after this visit one of the two shop foks in the employ of Wong Pui left the house, and disappeared. Up to a late hour last night he had not been seen or heard of.

Shortly before five o'clock the cook on the premises happened to go out on to the verandah, and to his horror noticed a stream of blood running from an empty tea box. The police were communicated with, and discovered the body of a man curled up in the box. The body which was screwed into the box, face downwards, was in a terrible state. Apparently the man had been smashed on the head, and the clothing was smeared with blood. The body was tightly wrapped up in sackings, and on the top of all was a red blanket, also stained with blood.

Wong Pui had carried on business at 145, Connaught Road for many years, and apparently since his disappearance the work of the shop had gone on as usual, nothing out of place being noticed.

The body was removed by the police last night, the officers engaged on the case being Mr. C. G. Perdue, Assistant Director Criminal Intelligence, Detective Inspector M. Eamer, and Inspector W. Pincott.

A rather sad incident in connection with this gruesome affair was that the son of Wong was expected to return from Kowloon last night.

DEATH SENTENCE COMMUTED.

The Executive Council yesterday morning decided to commute the death sentence on Tam Sam, a Chinese woman, to imprisonment for life. The woman was found guilty at the September Criminal Sessions of murdering her adopted daughter (Chu Kam-hoi) on July 10th and was recommended to mercy by the jury.

TYPHOON WARNINGS.

The Manila Observatory issued the following yesterday:—

Typhoon in about 140deg. Long. E. and 15deg. Lat. N., moving N.W.

Typhoon in about 120deg. Long. E. and 17deg. Lat. N., moving N.W.

LATER.

The following reports were received from the American Consulate, Hongkong, last night:—

Typhoon in about 130deg. E. and 16deg. N., moving W.N.W.

Typhoon in about 125deg. E. and 16deg. N., inclining westward.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

HARBOUR IMPROVEMENT.

A proposition is being considered in Canton shipping circles to raise funds for Harbour Improvement by a surtax to be collected by the Canton Commissioner of Customs in accordance with precedents already recognized in Tientsin and Shanghai. The civil war in Kwangtung the last few years has rendered the present Board of Conservancy Works impotent because of failure of government appropriations, and for a time it was suggested that a part of the customs surplus properly belonging to Canton should be returned by Peking for harbour works in Canton; but the manner by which Dr. C. C. Wu, Dr. Sun Yat-sen's Foreign Secretary, nearly led to foreign intervention. The Canton Harbour is now such that large steamers cannot enter or depart at low-tide, this causing great inconvenience. At the request of the China Merchants Steam Navigation Company, the General Chamber of Commerce of Canton will take up the harbour improvement project at a special meeting on October 5th.

THE SHAMEEN STRIKE.

The East-West-North Rivers Transportation Guild has issued a general statement denying that its officers at any time assured the Shameen Chinese Strike Committee that they would compensate the Chinese constables of the foreign concession for any financial loss incurred if they joined in the strike. Dr. C. C. Wu at the time the strike was settled gave the constables to understand that, in case they should be dismissed from Shameen, they would be admitted into the Canton Police Service or, suitable compensation given. For some reason Dr. Wu has been led to understand that the Transportation Guild would foot the bills for compensation to nearly \$16,000. It now transpires that there has been some misunderstanding somewhere, and the former constables of Shameen will not get anything, unless the Kuomintang officials will set up a subscription among themselves for the aid of these dismissed. But this is most unlikely.

EXTRA TAXATION ON WOOLLEN AND PIECE GOODS.

Canton importers have decided to make a strong protest, and probably the foreign consulates at this port will do the same in the matter of extra tax on woollen and piece-goods from other countries. The collection of this special war-tax was to have begun on October 1st, but so far the objection on the part of the importers has not been overcome.

HOSTILITY TO DR. SUN.

The Canton Volunteers in the villages east of Canton City are driving off Dr. Sun's appointees from all Government offices in Tungkuo, Sheklung, and Tseng-shin. To bottle up Dr. Sun's troops in Canton, all large tow-boats and junks plying between Canton and inland ports are suspending operations, and in a few days, the business in Canton will be half-dead, as many guilds, on account of the suspension of payment by native banks by mutual consent, will have to stop their transactions.

It is understood that those military units which have not been favoured with a portion of the spoils when Dr. Sun Yat-sen divided the arms and ammunitions of the Volunteers some days ago will become neutral in any possible open conflict between the Volunteers and the forces of Dr. Sun's Red Army. The leading labour unions in Canton, it is said, have secretly assured the leading commercial guilds that they are not opposed to the merchants at heart and have been intimidated and tempted to do so by certain bought and hired agents of the Kuomintang Party.

When an officer of the Volunteer Corps was seen on the subject, he expressed deep regret over the possible open conflict, but he said that it was Dr. Sun himself who brought about his own downfall. The Cantonese merchant class has decided to treat with Dr. Sun no longer, and it has been decided that he must go.

DISEASE AMONG HUNANESE TROOPS.

A peculiar disease is attacking the Hunanese mercenaries in Canton. The death rate among them daily the last few days must have been 26 to 27 per thousand. This is the reason why 60 many corpses have been lying in Canton streets unburied. Since their arrival in Canton, more than 4,000 of the 8,000 and odd Hunanese have died in the last nine months, it is said. The Hunanese commander is paying out \$30 for the burial of each dead man, but for some reason, through the mishandling of these funds, seldom if ever does any sum near \$14 reach the hands of those responsible for the care of the dead.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

HOME POLITICS.

TALK OF GENERAL ELECTION.
THE RUSSIAN TREATY SNAG.

LONDON, October 2nd.

Ominous clouds are gathering in the political sky, and the papers are forecasting a general election to take place in the near future as the result of the latest developments. There is much talk of the possibility of the Government resigning next week if the vote of censure tabled by the Conservatives last night in connection with the Campbell case is carried with the help of the Liberals, who have advised by Mr. Asquith to support the motion if it is "reasonable."

The greatest danger to the continued existence of the Government, however, arises from the action of the Liberal party tabling a reasoned motion for the rejection of the Russian Treaty owing to the guaranteed loan proposal.

It is still possible, though unlikely, that the Government will modify its policy in regard to the Treaty in order to conciliate the Liberals, but the rejection of the Treaty in early November, if the Government survive till then, is now considered by most people a foregone conclusion, and it is difficult to see how an appeal to the country can be avoided in the event of the Treaty's rejection.

EARLIER CABLES.

LIBERALS DISCUSS SITUATION.

LONDON, October 1st.

The Liberal Members of Parliament displayed a critical attitude towards the Government at a party meeting presided over by Mr. Asquith yesterday, when the Campbell (editor, *Workers Weekly*) prosecution incident, mentioned yesterday, and the question of the Anglo-Russian treaty, were discussed at great length.

Mr. Asquith indicated that if a vote of censure were tabled in the former case, it ought to receive Liberal support on the strength of the explanation given yesterday. It was further agreed that Mr. Asquith should table a motion in Parliament expressing readiness to support practical, business-like steps to improve Anglo-Russian trade relations, but opposing the treaty in its present form from financial or other grounds.

CONSERVATIVE MOTION OF CENSURE.

The Conservatives later tabled a Parliamentary motion of censure relating to the institution and subsequent withdrawal of the prosecution against Mr. Campbell.

LATEST CABLES.

AFGHAN REBELLION.

TRIBES MAKE PEACE WITH AMIR.

LONDON, October 2nd.

British telegrams from Afghanistan indicate that the rebellion is ending. A number of the tribes have come to terms with the Amir's Government.

FIGHTING IN MOROCCO.

RIFFS REPULSED.

A SPANISH REPORT.

MADRID, October 2nd.

A communique states that the enemy attempted to sever the Spanish communications between Tetuan and Sheshuan but were repulsed after a fierce engagement including hand to hand fighting. One hundred and twenty-eight Riffs were killed, including three Kaids.

AN EIGHT-HOUR DAY.

ITALY AGREES.

ROME, October 2nd.

Mussolini has communicated to the League Italy's ratification of the Washington eight-hour day convention conditionally on the principal that the European Powers are also ratifying same.

LOCAL RESIDENT IN PORTUGAL.

LISBON, October 2nd.

The President and Ministers of Foreign Affairs and the Colonies received Sir Robert Ho Tang, who is now going to Paris en route for Hongkong.

LATEST CABLES.

THE LEAGUE.

VIEWS FROM TOKYO.

NOT A QUESTION OF U.S. IMMIGRATION.

TOKYO, October 2nd.

Japan's objection to the protocol was raised by M. Adachi at Geneva entirely on one principle not connected with the immigration issue, which she has no intention of submitting for adjudication by the League. It is said the Foreign Office spokesman stated that Japan believes that if the aim of the League is realizable, its powers should extend as a matter of principle to all kinds of differences occurring between nations. This morning's papers greatly appreciate the compromise reached and opine that its acceptance will enable the League to make a larger contribution to world peace instead of limiting the activities to Europe only, as seemed the purpose of the original draft of the protocol.

EARLIER CABLES.

PROTOCOL DEBATE.

GENEVA, October 1st.

The galleries were crowded when the Assembly of the League had a full dress debate on the disarmament protocol. Seventeen delegates spoke, and the general tone was one of satisfaction with the League's great step forward towards securing peace. The hope was expressed that the protocol would be universally signed and ratified.

M. Briand was very eloquent, assuring the gathering of France's cooperation in carrying out the protocol. He declared that when the protocol was published it would create such enthusiasm among the masses that an atmosphere of peace would be created everywhere. The lines: thing was that the protocol made no difference between big and little nations.

The protocol is to be published tonight.

THE JAPANESE VIEW.

During the League Assembly debate on the disarmament protocol, Viscount Ishii alluded to the important work accomplished in the framing of the scheme, in the course of which the Japanese delegation had expressed its opinion very frankly, but had always been animated by a feeling of conciliation.

Our anxiety only concerned a juridical point and the Japanese delegation entirely approves the draft Convention.

CONDEMNED IN AUSTRALIA.

MELBOURNE, October 1st.

Commenting on the proceedings at Geneva, Mr. Hughes says Australia should not accept the compromise which has been reached, it being obvious that the Japanese are determined to bring under the League of Nations disputes regarding immigration laws against Japanese nationals.

Mr. Bruce declines to comment on the matter, but promises a statement later.

The *Herald* says Australia is not prepared to leave the fate of White Australia to foreign control, and unless Japan abrogates her demand, Australia cannot sign. The *Evening Sun* says: "We are no longer a free people if a deputy of the League can spy whether we be allowed to keep Australia white." The paper adds that the British delegates' desertion at Geneva is a poor requital for Australia's priceless services to Britain in her hour of need.

LATEST CABLES.

HINDU-MOSLEM DISPUTES.

SEEKING A SETTLEMENT.

DELHI, October 2nd.

In addition to agreeing to a number of measures of mutual forbearance a Hindu-Muslim unity conference has established a central arbitration board under the chairmanship of Mr. Gandhi comprising representatives of all communities for the purpose of settling communal disputes.

PERSIAN AIR SERVICES.

ORGANISED BY GERMANS.

BERLIN, October 2nd.

Reza Khan has concluded an agreement authorising a Junker aerial company to undertake the reorganisation of the air services in Persia. The service between Baku and Enzeli will be opened in October, and an extension of the route from Teheran to Bushire will be effected within a few months.

LATEST CABLES.

IRISH BOUNDARY DISPUTE.

LORD CARSON TO REPRESENT ULSTER.

LONDON, October 2nd.

It is reported that the Government intend to nominate Lord Carson to represent Ulster on the Boundary Commission.

EARLIER CABLES.

DEBATE IN COMMONS.

BILL PASSES SECOND READING.

LONDON, October 1st.

In the House of Commons Capt. Wedgwood Benn re-opened the Irish debate. He urged the adoption of an Imperial attitude, remembering that a solution lay in the unity of Ireland as a Dominion in the British Commonwealth. He quoted General Smuts' famous letter to De Valera, and asked the Conservatives whether we could break our word to the smallest Dominion without destroying the faith of the whole of the Dominions.

Mr. Austen Chamberlain accused the Government of altering the old treaty. He said he hoped the Government would not destroy the possibility of agreement by putting pressure on one side only.

Mr. J. R. Clynes deprecated the anticipations in some quarters that disorders in Ireland would follow the operation of the Bill.

Mr. Lloyd George said the Government action was perfectly justified.

Mr. J. H. Thomas winding up the debate, gave a guarantee that the Government did not intend and would not appoint a Commissioner, when the Bill became law, merely as a nominee of the British Government. He would try to find a man who would be representative of Northern Ireland. He expressed his long-rooted distaste at the necessity for the appointment of a Boundary Commission which he believed would mean permanent partition and ruin to Ireland's economic development. He declared that neither of the Irish leaders were unreasonable, but their positions were most difficult.

The House of Commons eventually rejected an Ulster motion for rejection of the Irish Boundary Bill by 291 to 124, after which the Bill passed its second reading.

THE FRENCH BUDGET.

COMPLETE HEALTHINESS.

PARIS, October 1st.

The French Budget for 1925, amounting to 32,456 million francs will be budget of complete healthiness, and will comprise former general and special recoverable expenses. It will be balanced, thanks to a total saving of 2,392 millions by drastic repression of frauds, improvement of collecting income tax, raising of tariffs for transactions on the stock exchange, improvement of output of State monopolies, suppression of exemption from the tax on business turnover enjoyed by French exporters and inclusion of payment due by Germany according to the Dawes plan (900 million francs).

REVOLT IN GEORGIA.

ALLEGED BOLSHEVIK ATROCITIES.

PARIS, October 1st.

The Georgian Legation reports that a fresh Soviet attack against the entrenched Georgians at Svanethia was repulsed with severe losses. The message alleges that the Bolsheviks have shot nine thousand prisoners, and are massacring the villagers.

FRANCO-GERMAN CONFERENCE.

COMMERCIAL AGREEMENT NEGOTIATION.

PARIS, October 1st.

The Franco-German conference to negotiate a commercial agreement opened with conciliatory speeches made by M. Herriot and Ambassador Von Hoesch, after which the delegates took tea together.

EARLIER CABLES.

BORDER DISPUTE IN IRAQ.

BRITISH AIRCRAFT ON GUARD.

BAGDAD, October 1st.

A new line has been occupied by Assyrian levies controlled by British officers and assisted by friendly Assyrian tribesmen, thirteen miles north of Amadid. All but one of the Iraq police posts have been re-occupied, and British aircraft are maintaining vigilance to prevent a renewed Turkish incursion.

Lord Thomson left Bagdad yesterday, flying to Cairo and London, after inspecting the Air Force organisation at Bagdad, Mosul, Kirkuk and Sulaimania. Lord Thomson will have flown 2,500 miles in six days when he arrives at Cairo.

DUTCH-LONG DISTANCE FLIGHT.

ARRIVAL AT PRAGUE.

PRAGUE, October 1st.

The Dutch airmen who are flying to Java, have arrived here.

THE CIVIL WAR IN CHINA.

[THROUGH REUTER'S AGENCY.]

LOTIEN IN FLAMES.

SHANGHAI, October 2nd.

Lotien, six miles from Liuhio, is in flames. Part of the city has been burnt down. The cause has not yet been ascertained, but is stated to be the work of Kiangsu agents, who are committing outrages in order to create disturbances in Shanghai.

LU WARNS SHANGHAI.

Marshal Lu has warned the Settlement police and the Consular Body to take precautionary measures.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

JAPAN AND CHINA.

NON-INTERVENTION ESSENTIAL.

TOKYO, October 2nd.

Interviewed by party representatives, the Foreign Minister reiterated the Government's declared policy *vis a vis* China, asserting that Japan had no other course. In view of her agreements with the Powers she must absolutely refrain from intervention, as she expected a similar policy from others.

He stated that non-intervention did not mean the neglect of Japan's vital interests in Manchuria and Mongolia which the Government was closely watching.

AMERICAN WAR OF 1812.

COSTS \$12,000 A YEAR YET.

A Washington Press message says:—Thirty-three widows of soldiers who fought in the War of 1812 are still on the pension rolls of the Government, although 109 years have elapsed since the close of that conflict in 1815. Eight of the women pensioners died during the year ended June 30th. There have been no names of soldiers of the War of 1812 on the pensions books since 1905, when Hyam Cronk died in Ava, New York, at the age of 105.

The oldest of the 33 widows, receiving pensions, which average \$30 a month, or about \$12,000 a year, is Mahala Huff, Rural Route No. 2, Louisa, Kentucky, who is 105 years old. Her husband was a private in a Virginia company, of militia-men. All told approximately 35,000 widows of veterans of the War of 1812 were granted service pensions, the high water mark being reached in 1879 when there were 18,177 on the rolls.

The records of the Pension Bureau also show that Daniel F. Bakeman, who died at Freedom, New York, in 1869 at the age of 109, was the last soldier pensioner of the Revolutionary War, and Esther S. Damon, widow of Noah Damon, who died at Plymouth Union, Vermont, in 1908 at the age of 98, the last name to be scratched from the Revolutionary pension lists.

RAILWAY DISASTER NEAR MAYENCE.

TRAINS CRASH IN TUNNEL.

COLOGNE, October 1st.

Ten persons were killed and 32 were injured in a railway tunnel outside Mayence, owing to a local train dashing into the rear of the Basle express, which had previously stopped a few minutes in consequence of locomotive trouble. A fire followed the crash. Rescue work is being carried out under extreme difficulties.

M. DE FLEURIAU.

AMBASSADOR AT LONDON.

PARIS, October 1st.

The *Temps* understands that M. De Fleuriau, the French Minister to Peking, will be appointed Ambassador at London.

WEMBLEY IN 1925.

RE-OPENING URGED.

LONDON, October 1st.

The executive of the Association of British Chambers of Commerce has unanimously passed a resolution urging the re-opening of the Empire Exhibition in 1925.

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

THE WORLD'S SPORT.

SPORTING SENSATION IN AMERICA.

ALLEGED GRAFT IN LEAGUE BASEBALL.

NEW YORK, October 2nd.

There was a sensation in sporting circles when the baseball commissioner, Mr. Landis, announced the suspension of two members of the New York Giants team on an alleged confession that they had offered \$500 to a player of the Philadelphia team to lose the game to the Giants which would permit the Giants to win the National League pennant.

SHANGHAI VOLUNTEERS AND THEIR WORK.

HOW THE VOLUNTEERS' DEFENCE DUTIES AND HOURS ON GUARD ARE ARRANGED.

In a recent issue the *N. C. Daily News* says:—

The Shanghai Volunteer Corps still remains on duty, though in skeleton form, to protect the Settlement, and can be mobilized at full strength within the hour at any moment. The different units have been working steadily and hard during the last fortnight, and, as stated in Notes and Comments, thanks of the community are due to them for all they have done and are doing.

At certain periods during the war the whole Corps has been on duty, almost to a man, standing at its posts and awaiting anxiously, and if the truth be told, for the most part hopefully, for developments. Each unit has been given a definite post on some section of the boundaries of the Settlement, linking up on each side either with another unit of the S.V.C. or with a landing party from one of the men-of-war in harbour. The men on the boundaries have been allotted convenient billets wherever possible in the vicinity. Generally speaking, two-thirds of the units has been off duty, but standing by in the billets, while the remainder is actually on patrol work or sentry-go at some salient point, such as the bridges over the Soochow Creek and the main roads leading into the Settlement. Reliefs are arranged in such a way that each man does two hours on and four hours off.

When the situation has not been so serious, and the imminence of danger to the Settlement less, 10 men from each unit have been required to stand by in billets during the day, and half the unit by night, thus allowing skeleton guards to be posted where required, and incidentally giving the police some relief from their extra duties.

Of the mounted units, the Light Horse and the American Troop have been used as patrol in the western district, while the Field Artillery Battery and the Machine Gunners have been held in reserve at the Race Course and Headquarters respectively.

A new order was issued requiring units to occupy their billets from 7 p.m. to 7 a.m., only, thus freeing every volunteer during the day.

The expense to which the rate-payers have been put in calling upon the Volunteer Corps for these duties amounts to providing them with food only. A capitation advance of, we believe, 85 per cent is allowed for each man who is on duty, who takes all his meals in billets. Each unit at the present time is left to the tender mercies of the Quartermaster as far as arranging for meals is concerned; if that worthy is a good man for the post the men are in luck; if not...

RUSSIANS AND THE S.V.C.

One or two suggestions have been heard recently, that some of the Russians in Shanghai might now join up with the S.V.C. and take a share in the defence of the Settlements. It is only fair to recall, says the *N. C. Daily News*, that a little more than two years ago the suggestion was made to Colonel Marr Johnson by a leading member of the Russian refugees, that he should take in enough Russian ex-soldiers to form a Russian company in the S.V.C. in which many of the refugees were keen on serving. For various reasons this idea was not feasible, but Colonel Marr Johnson was, we are told, quite in approval of enrolling qualified Russians in existing units of the Corps. The question went before the Municipal Council, but was rejected by them owing to the possible danger of political complications, as all the Russians who would have joined up were Whites. However, this story shows that if there are no Russians in the S.V.C. to-day, it is not for want of inclination on that part.

ANOTHER COURT OF ENQUIRY.

THE TOTAL LOSS OF THE S.S. "TIN SING."

A COURT OF ENQUIRY IS TO BE OPENED AT THE HARBOUR OFFICE THIS MORNING INTO THE CIRCUMSTANCES ATTENDING THE TOTAL LOSS OF THE S.S. *Tin Sing* IN THE WEST RIVER ON FRIDAY LAST.

The members of the Court are:—President, Lieut. Comdr. F. Hole, R.N. (Harbour Master); Lieut. Comdr. W. H. Jotham, R.N. (H.M.S. *Ambrose*); Capt. R. Cunningham, R.N. (H.M.S. *Albatross*); Capt. W. Muir, R.N. (H.M.S. *Albatross*); Capt. J. W. Colman, R.N. (H.M.S. *Albatross*).

The Court of Enquiry, which was to have been held last Monday into the circumstances surrounding the stranding of the s.s. *Tecumseh* on Cust Rocks, in Hongkong Harbour, is now to be held on Monday next. The Enquiry had to be adjourned owing to the illness of Capt. Errett, master of the s.s. *Tecumseh*.

WAR MEDALS FOR SALE AT 6d. EACH.

A PAWNBROKER'S STOCK.

It was stated at a meeting of the Manchester War Pensions Committee last month that at a pawnbroker's shop in the city eight war medals were being offered for sale at sixpence each. The opinion was expressed by members of the Committee that this kind of thing ought not to be possible. The pawnbroker, it was said, could not have advanced more than 3d. or 4d. on each medal, and men wanting food had no need to pawn their medals for such a small sum. The Committee, said Alderman T. Turnbull (the chairman), could always give temporary assistance, and be expressed the fear that money raised by pawning medals was not well spent.

The most disquieting feature of this haphazard disposal of war medals was in the view of the Committee, that men not entitled to wear them could easily obtain possession of them and, posing as war heroes, victimize the public.

ECHO OF THE CHEUNG FERRY PIRACY.

VICTIM'S CLAIM FOR WAGES.

In the Summary Court yesterday morning the case was concluded in which a man who was captured by pirates on the Cheung Chau ferry launch, *Lee Fat*, a year ago, claimed \$233 from his employers the Cheung Shing Wo Oil Shop.

The plaintiff was represented by Mr. C. A. S. Russ and Mr. J. T. Prior appeared for the defendant.

Evidence was given by the Manager of the Company, who said that he was present when plaintiff was given \$57.38 which was the sum due to him up to the time that he was captured by pirates.

In the course of his address for the defence, Mr. Prior said that the plaintiff's claim for wages was perfectly absurd. He understood Mr. Russ would argue that the case came within "acts of God or the King's enemies." He entirely disagreed with this. Such a plea chiefly concerned contracts of insurance or marine risks and did not as a rule, enter into a question of ordinary contracts. Mr. Russ would say that being captured by pirates was on a par with an illness and he (Mr. Prior) would submit that illness was not an "act of God" but rather a "visitation of God." He considered that the master was justified in putting an end to a contract when he heard the man had been captured by pirates.

Replying, Mr. Russ said the onus of proving that the \$57.38 had been paid was on the defence. It was not entered in any book; they simply came into Court and said so. He further submitted that even if his Lordship were against him on the other points, his client was entitled to perquisites up to the end of the year. If he was entitled to his wages, he was also entitled to his perquisites. Mr. Russ quoted authorities in support of his contention.

His Lordship said he was satisfied that the \$57.38 had been paid and that defendant was not taken on again after his return from the pirates den. The only question to be decided was whether he was entitled to his bonus up to the end of the year and he preferred to go further into the cases quoted before giving judgment on that particular point.

JUDGES OFF THE BENCH.

THE HUMAN TOUCH.

Until he retired, Mr. Justice Darling—as Lord Darling then was—was somewhat overshadowed by his brethren as a figure in the public eye. His bon mots were assiduously recorded, his mannerism caricatured, his wit extolled. Yet few judges of the London High Courts are there who have not some little peculiarity.

The other day Mr. Justice Eve confessed that the only card game he ever played was *Beggar My Neighbour*. This may have been a playful aside, or the truth. Many great judges have been great card players. Sir Henry Hawkins was a great player. He it was, too, who scandalized the conventional by having scandalized him on the Bench his favourite terrier. Lord Russell of Killowen was also a keen card player, and an inveterate one. Once when playing at a club he had for partner the great lawyer broke out into hard words. "Look here," admonished the Guardsman, "you might remember you are not in your d— police court."

Mr. Justice Horridge is, perhaps, the most plain-spoken judge on the Bench. What is in his mind comes out. He is no respecter of persons. Sometimes he is regarded as curt and, to use a homely word, grumpy. His little hobby is to breed pigs at his Sussex home, and there friends know him as a delightful host and witty conversationalist.

Lord Justice Scrutton upon the Bench gives little hint at any human feeling. He is quite unemotional, very still. But in his chair in his room at the High Courts, he abandons his judicial dignity, sticks his feet up and sucks with a blissful air a pipe stuffed full of shag.

Mr. Justice Avelar, sternest of living judges, would seem to be a man with few human weaknesses. Yet he has one—his love of the great crimson limousine which carries him to his onerous task on circuit. It is embellished with gorgeous armorial bearings.

There are golfing judges. Lord Justice Scrutton is the pre-eminent golfing judge. He works hard on the Bench; even harder on the golf course. On the Bench he is brilliant; on the golf course mediocre. Perhaps, for this reason, he seems more human in the latter setting.

Mr. Justice Lush has no foibles. He is a tremendous worker, perhaps the most painstaking of all our judges. The Lord Chief Justice however runs him a close second. He also takes no small pride in telling people that he started life as a journalist, and that he had no social or monetary advantages. When he addresses schoolboys he becomes something of a Samuel Smiles.

Mr. Justice Shearman is a fatherly judge. He is perhaps, the kindest hearted judge on the Bench. It is his forte to recognise that human nature is weak; for this reason he tempers justice with mercy—an excellent characteristic from the point of view of the person in the dock.

SAYINGS OF A WEEK.

It is well for a country to have liberality in thought and progress in action, but its greatest asset is common sense.—*President Coolidge*.

If one thing is clearer than another in the outlook of the modern community, it is the impossibility of the small separate house.—*Mr. H. C. Wells*.

It is a queer thing that the world is always searching for happiness, which it seldom finds, and never for beauty, which always lies at its door.—*Mr. Stacy Dunsmuir*.

Travel through CANADA to ENGLAND

- VIA -

The New Route of

CANADIAN NATIONAL RAILWAYS

Daily trains from VANCOUVER to MONTREAL. Equipped with Observation Cars permitting best possible Views of famous Mountain scenery.

Passengers from the Orient met on arrival at Victoria and Vancouver and rendered every assistance with baggage, etc.

Through bookings made on all Trans-Pacific Steamship Lines from Hongkong.

Illustrated Booklets and Information supplied on application.

Asiatic

Building

Queen's Road, C.

**CANADIAN
NATIONAL
RAILWAYS**

Telephone

Central

2004.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.

"PARIS MARU" (Calls at Sudan) ... Sunday, 5th Oct.

"LONDON MARU" ... Tuesday, 4th Nov.

BIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.

"MEXICO MARU" ... Wednesday, 22nd Oct.

"CHICAGO MARU" ... Monday, 21st Nov.

BOMBAY via Singapore and Colombo.

"SHUNKO MARU" (Calls at Penang) ... Sunday, 5th Oct.

"AMUR MARU" ... Monday, 20th Oct.

BANGKOK via SAIGON.

"BUSHO MARU" ... Saturday, 1st Nov.

CALCUTTA via Singapore, Penang & Rangoon.

"HAGUE MARU" ... Sunday, 28th Oct.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"ALABAMA MARU" ... Wednesday, 22nd Oct.

NEW YORK via Japan Ports, San Francisco and Panama.

"ALASKA MARU" (From Kobe) ... Wednesday, 15th Oct.

JAPAN PORTS.

"ANDES MARU" ... Tuesday, 7th Oct.

"GLEBE MARU" ... Tuesday, 14th Oct.

"INDO MARU" ... Tuesday, 14th Oct.

"ALABAMA MARU" ... Wednesday, 22nd Oct.

KEELUNG via SWATOW & AMOY.

"KALIO MARU" ... Sunday, 5th Oct., 11 a.m.

"AMAKUSA MARU" ... Sunday, 12th Oct., 11 a.m.

TAKAO via SWATOW & AMOY.

"KOTSU MARU" ... Thursday, 9th Oct., 10 a.m.

TAKAO & KEELUNG.

"BUSHO MARU" ... Thursday, 16th Oct.

For further particulars please apply to—

OSAKA SHOSEN KAISHA

Telephone Nos. 4088, 4089, 4090.

M. TAKUCHI, Manager.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and OTHER SPANISH PORTS.

S.S. "C. LOPEZ Y LOPEZ" ... 30th Oct.

S.S. "ISLA DE PANAY" ... 21st Dec.

For YOKOHAMA, KOBE, NAGASAKI, and SHANGHAI.

S.S. "C. LOPEZ Y LOPEZ" ... 12th Oct.

S.S. "ISLA DE PANAY" ... 3rd Dec.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stevedores and Doctor on board.

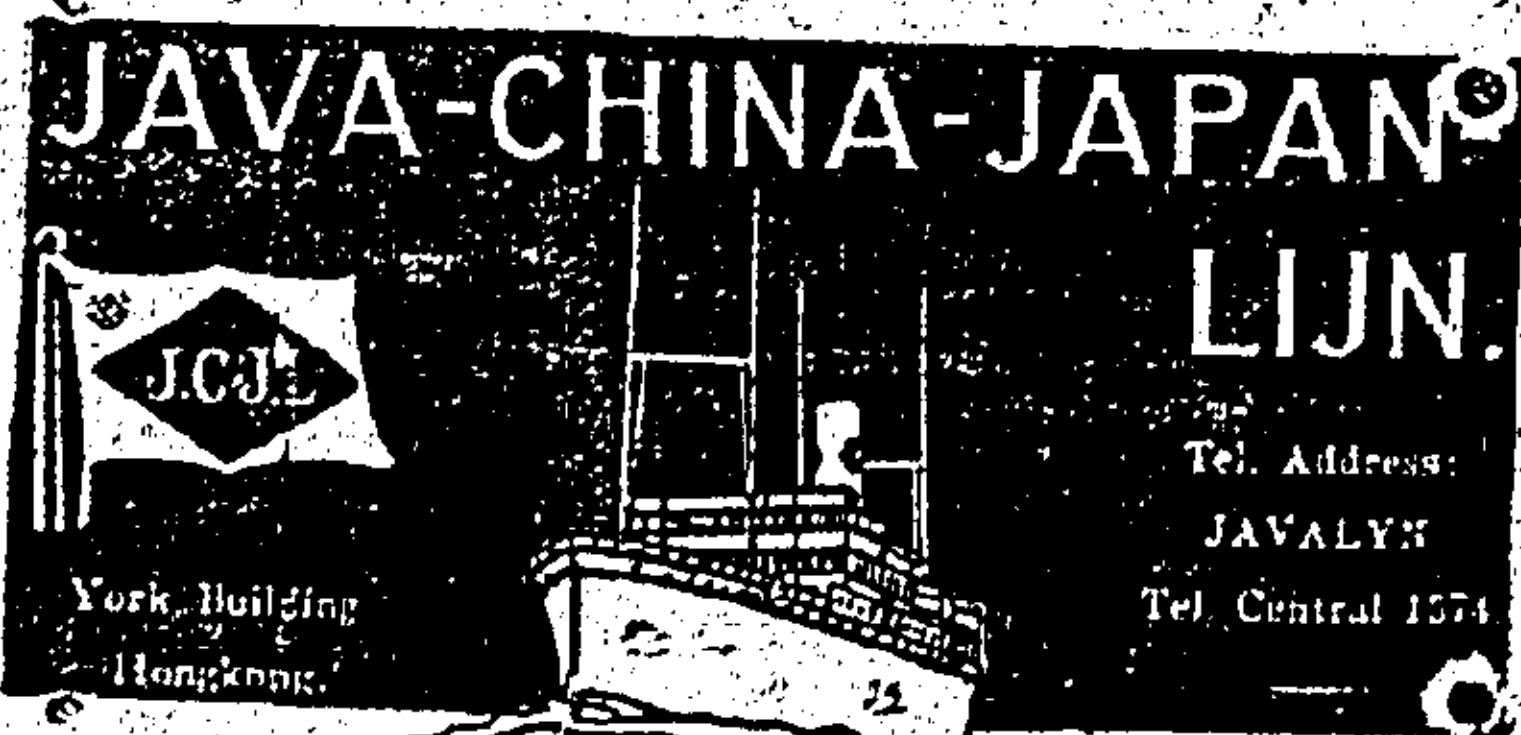
O. D. BARRETT.

22, Central Avenue, B.O. CANTON.

For Freight and/or passage apply to—

BOTELHO BROS.

Alexandra Building, Hongkong.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKEMBANG	DALAT	5th Oct.	6th Oct.	JAVA & BATAVIA
ENGLESTAN	JAVA	10th "	11th "	SHANGHAI
TJIMANOEK	BATAVIA	12th "	13th "	BATAVIA
TJITABOEM	JAPAN	17th "	18th "	MAKASSAR & SOERABAYA
TJILIWONG	SHANGHAI	17th "	18th "	JAVA
TJIPANAS	JAVA	18th "	19th "	SHANGHAI
TJIKINI	JAVA	19th "	20th "	JAVA via BATAVIA
TJISONDARI	NORTH CHINA	27th "	28th "	SHANGHAI & NORTH CHINA
TJIKARANG	BATAVIA	30th "	31st Nov.	BATAVIA
TJIKANDI	JAPAN	3rd Nov.	4th "	MAKASSAR & SOERABAYA
TJILBOET	SHANGHAI	8th "	9th "	JAVA
TJIBODAS	JAVA via MANILA	9th "	10th "	AMOI & SHANGHAI

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

GIPSIES AND THEIR OCCUPATIONS.

The popular idea of a gipsy's method of earning his living may be represented by the picturesque vision of a gaudily painted caravan—laden with cheap household utensils and drawn by a lean horse, with sometimes a donkey hitched to the shafts—crawling along a country lane, a swarthy-faced man with keen, dark eyes and wiry, athletic figure strolling alongside the horse; the lithe and supple form of a woman of Eastern visage, with straight black hair and eyes full of mystery, loitering in easy negligence on the front of the van; and several half-naked, dusky children, with shrill voices, playing along the roadside, a scrappy lurcher padding in the rear. But this picture portrays merely one out of endless ways by which the Itinerant people endeavour to eke out an existence.

Hubert Richardson, in *Chambers' Journal*, says that by far the most ancient of their many callings is that of working in metals. The Hungarian copper-smiths and the bell-founders and goldsmiths of Eastern Galicia are perhaps among the earliest known gipsy craftsmen. Another ancient employment, one much favoured by the early British gipsies, is that of "horning"—making spoons from the horns of animals—and in Scotland such was the interest that the gipsy took in his craft that one clan would know the spoons made by another by the workmanship.

HORSELESS EXPERTS.

Universally attractive to the race as the working in metal and horn may be, however, horse-dealing and, among the women, fortune-telling are essentially gipsy callings. The Romany is proverbially fond of animals, but his preference for the horse is readily admitted both by himself and by those who have studied him. There appears to be some natural affinity between gipsies and horses that is almost unaccountable; at any rate, the fact remains that the Romany has a mysterious power over these animals that is quite peculiar to his race. For expert knowledge and the management of horses in general the gipsy has scarcely an equal.

Gipsies are the most astute horse-dealers in the world, and many of them have made fairly large incomes in this particular trade. That their business methods will bear close scrutiny or that their transactions are free from guile is, however, quite another matter.

In the early part of last century horse-stealing was carried on as a regular trade, more especially in the Scottish border country, where many celebrated gipsies have earned their living by the sale of stolen horses which were used by the cavalry and as hunters. These horses were stolen in Ireland and disposed of in Scotland while the opposite course was also followed of stealing horses in Scotland and selling them in Ireland and England.

Gipsies in Spain, besides dealing in mules and asses, have made the trade of shipping or shearing these animals peculiarly their own. In the same country many of the innkeepers are of the Romany race; and most of the women employed in cigar and cigarette factories are gipsies, while the gipsy dancing-girl of sunny Spain is known in every capital in Europe. It may not, however, be so generally known that an intimate connection the gipsies have with the national sport, and that many of them have become noted toreros in the bull-ring.

BLACKSMITHS.

Employed as blacksmiths, many gipsies dwell in caves on the hillside of the Sacro-Monte—a miserable suburb of Granada. At one time these gipsy workers in iron were put down by the Spanish law, but owing to the irrepressible nature of the race the trade was allowed to crop up again, and it has now been vigorously carried on for generations. Another method of earning a living among the gipsies of Spain is to cart down snow from the mountains to the towns, where it is used for making cooling drinks.

There are some occupations which are not only specially followed by the gipsies in certain countries, but are actually monopolized by them. For instance, the gipsies in Montenegro have a monopoly of iron-working. The blacksmith in that country is no smith in our sense at all. He is supplied with horseshoes of various sizes by the gipsies who make them, and only hammers them on. A monopoly in the working of metals generally is largely enjoyed by the gipsies in south-eastern Europe and in Asia Minor, and, according to Grönnagren, gold-washing in Wallachia and Transylvania has been practised from time immemorial, and in his day was carried on almost entirely by gipsies.

In Hungarian and Transylvanian the duties of hangman and executioners used to be performed regularly by gipsies; and in Egypt the art of snake-charming was wholly monopolized by the race. But perhaps a more striking instance of monopoly occurred several years ago at Cadiz. The butchers' trade in that town happened to be entirely in the hands of the gipsies, and they were prepared to go any length in crime—not even excepting murder—in order to secure this lucrative business to themselves. An Irishman named O'Reilly was governor of Cadiz at the time, and being desirous of improving the state of the public markets, he established a number of Irish butchers. But this praiseworthy attempt on the part of the governor to bring down the price of meat was the very last thing that the Gitanos desired, many of them being wealthy men through their impositions. In a short time not one of the Irish butchers survived, while the trade returned into the hands of the gipsies.

Many and various are the occupations of the gipsies of Persia. We find them passing their time in the Roman camp, seldom works hard at anything except sport and games—as blacksmiths, tinkers of brass and iron vessels, tinkers, and cattle-doctors; while many of them, in

THE PANAMA CANAL.

The authorities of the Panama Canal may well be gratified at the success which attended the passage of the British warships *Hood* and *Repulse* through the Canal. New records were established for size of ships and tolls paid for the transit of the Canal. Both of the vessels are larger than any other which has used the Canal to date. The *Hood* is 890ft. 7in. in length, has a maximum beam of 100ft. 2in., and her displacement tonnage at the time of transit was 44,700 tons. At 50 cents per ton of displacement, the tolls on the *Hood* amounted to \$22,350. The *Repulse* is 740ft. 2in. in length, with a beam of 102ft. 8in., and displacement at time of transit was 35,350 tons, requiring tolls of \$17,675. The draught of the *Hood* was 32ft., and that of the *Repulse* 30ft. On account of the great beam of the *Hood* and the *Repulse*, their passage through the locks was of especial interest. The width of the lock chambers is 110ft., which left, in the case of the *Hood*, a clearance of 2ft. 4in. on either side. The usable length of the locks is 1,000ft., which left approximately 70ft. of clearance fore and aft between the *Hood* and the lock gates. On account of the belts of armour, the greatest beam of the ships was below the water line. Outriggers, consisting of poles attached vertically to booms, were placed on either side to indicate to the pilot the full beam of the ship, and seamen were stationed opposite the outriggers, with signal flags to signal to the pilot if the vessel should approach closer to the wall than 2ft. Eight towing locomotives were used, four on either side. The transit of the Canal was handled without incident, and apparently without difficulty. The vessels answered the helm extremely well, and there was no trouble in entering the locks or in passage through any part of the Canal channel.

LASSOING LIONS.

QUEER SPORT IN THE ROCKY MOUNTAINS.

Mountain lions may still be had in America, and the sport, as it is followed in Montana, rivals the best that tropical jungles can offer in thrills.

One man, one lion, a few dogs, a rope, and a pole—these are the requisites for Rocky Mountain lion hunting. It means a livelihood for the men who follow it, and a source of supply for the circus and menagerie. It is a business developed from the cowboy's art with tag lasso.

The heavily timbered pine country lying along the western boundary of Glacier Park is the scene of the exploits of the hunters. With their dogs which are a cross between fox-hound and blood-hound, the men go to their job armed only with a coil of rope and a twelve-foot pole.

The dogs scent and trace the lion; then the game begins. The hunter attaches the noose of his lariat to the end of his pole, then gets up the tree, and crawls out on the same limb with the lion, until he comes twelve feet of his crouching prey. Wrapping both legs around the bough, he swings pole and lariat with both hands until the animal has been roped. He draws the noose tightly around the victim's neck and descends, holding the loose end of the rope.

The captive is then yanked from its perch, and dragged to the tree, in spite of snarling and struggling, until its head is tied close to the base of the trunk. It is a simple matter then to bind its legs and slip a heavy leather muzzle over its jaws. Bound, gagged, and swung over the hunter's shoulder, the lion is carried in triumph to the temporary camp.

More approved gipsy fashion, support themselves as fortune-tellers, vendors of charms and phylacteries, conjurers, dancers, and mountebanks; and sometimes they practise the arts of gold and silversmiths.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS	SUBJECT TO ALTERATION.	
SHANGHAI via SWATOW	"POOSHUNG"	Friday, 3rd Oct., 10 a.m.
MANILA via AMOY	"SUNSHANG"	Saturday, 4th Oct., 3 p.m.
HAIPHONG via SOERABAYA	"MINGSANG"	Sunday, 5th Oct., 8 a.m.
SHANGHAI via SWATOW	"KWONGSANG"	Sunday, 5th Oct., 1 p.m.
SANDAKAN	"HINSANG"	Monday, 6th Oct., 1 p.m.
BANGKOK via SWATOW	"KWAI SANG"	Monday, 6th Oct., 5 p.m.
TSINGTAU via SWATOW	"TINGSANG"	Wednesday, 8th Oct., 10 a.m.
"A SHANGHAI"	"LAISANG"	Wednesday, 8th Oct., Noon.
KORE via MOJI	"HOSANG"	Thursday, 9th Oct., 8 a.m.
STRAITS & CALCUTTA	"TAKSANG"	Friday, 10th Oct., 10 a.m.
SHANGHAI via SWATOW	"KESANG"	Saturday, 11th Oct., 11 a.m.
MANILA	"CHIPSANG"	Saturday, 11th Oct., Noon.
TIENSIN		

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Fmang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon. Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000-ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chiaofoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about Thursday, 9th Oct., 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone No. Central 418.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS

HOMEWARDS

Vessel	One Hongkong	Vessel	Leaves Hongkong	Disembarks
"GLENSHANE"	6th Oct.	"GLENOGLE"	24th Oct.	
"GLENGARRY"	18th Oct.	"GLENGARRY"	13th Nov.	
"GLENAPP"	30th Oct.			
"CARMARTHENSHIRE"	13th Nov.			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-23, and Central 2894.

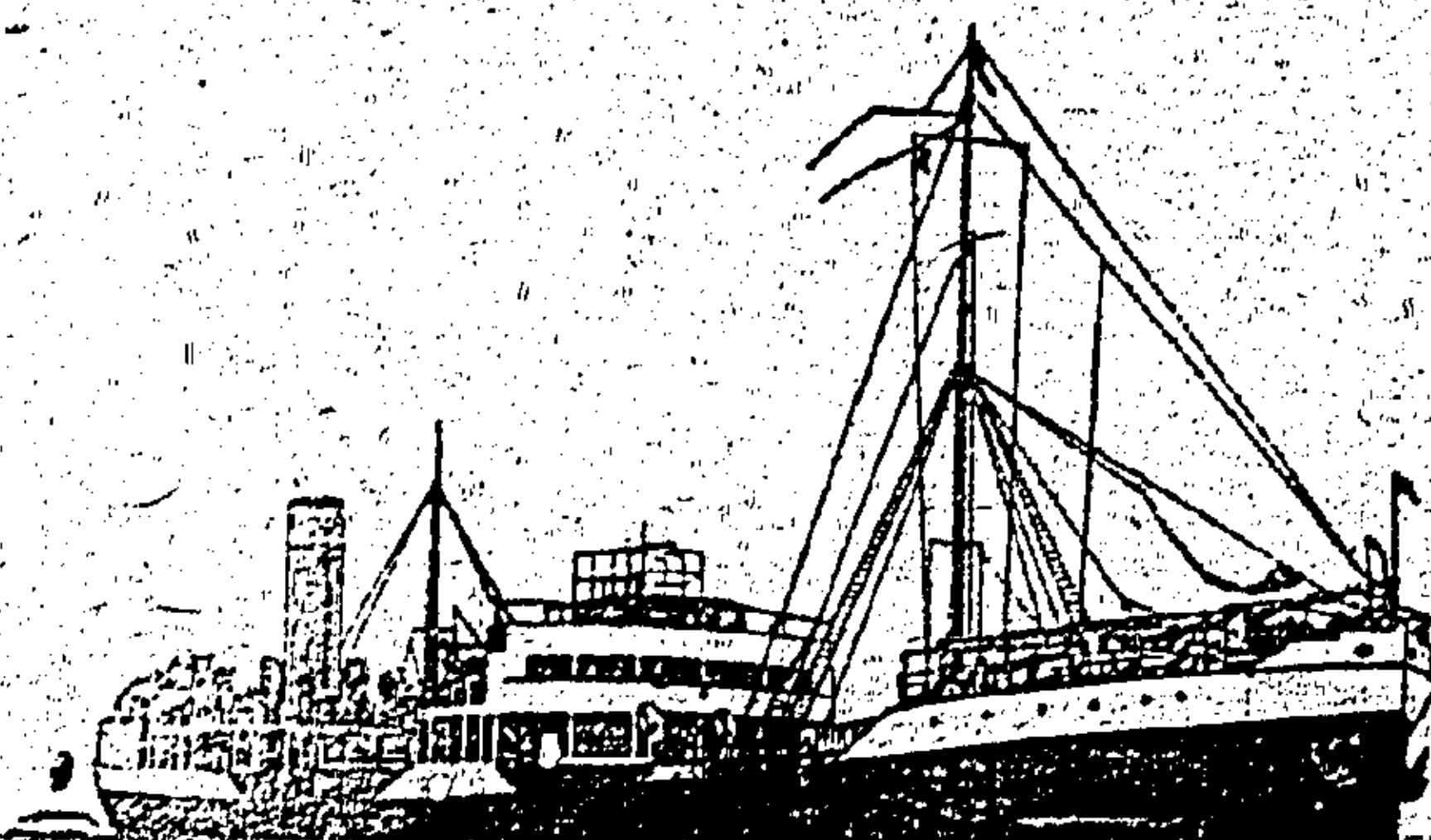
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

CORPUS: 1st, A.R.C. Fifth Edition; Engineering; First and Second Edition.

Western Union and Wireless, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Foundries, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

127' 0" x 32' 1" x 11' 0". 5,400 tons d.w. 5,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS in the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:

M. S. DYER, B.Sc. M.I.N.A., Kowloon Dock, Hongkong.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Projected Sailings From Hongkong. Subject to Alteration.

PASSENGER SERVICE.

"CITY OF GLASGOW"	5th Nov.	Mars. L'don. A'werp. B'dam. & Hambur.
"CITY OF LABORE"	16th Oct.	Shanghai and Japan
"CITY OF LABORE"	16th Oct.	Marseilles, London, etc.
"CITY OF KARACHI"	29th Jan.	Do.
"CITY OF KARACHI"	1st March.	Do.
"TRAFFORD HALL"	11th April.	Do.

"A" Class. "B" Class.

FARES TO LONDON.

1st Class "A" £28.	"B" £24.	2nd Class "A" £22.	"B" £18.
Cargo Steamer, Saloon Passage—£68.			

For further particulars, apply to—

THE BANK LINE LTD.
(Tel. Central 780).

HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong

"BRYCELOTUS"	via Suez Canal	11th Oct.
"CITY OF RANGOON"	via Suez Canal	21st Oct.
"KORMO"	via Suez Canal	31st Oct.
"CALCHAS"	via Suez Canal	10th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkgs. and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMBOISE	—	—	12th Oct.
CHANTILLY	—	—	26th Oct.
PORTHOS	11th Sept.	14th Oct.	9th Nov.
AMAZONE	25th Sept.	28th Oct.	23rd Nov.
ANGKOR	9th Oct.	11th Nov.	7th Dec.
ANGERS	23rd Oct.	25th Nov.	21st Dec.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance.)	
A CLASS (1st Class) £25.0s.0d.	B CLASS (1st Class) £23.0s.0d.
STEAMERS (2nd) £18.0s.0d.	STEAMERS (2nd) £16.0s.0d.

Through Tickets to London and Landing Towns of Europe.
Accommodation reserved in the Train at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"A" and "B" loading for HAYRE, ANTWERP
and DUNKIRK about
to arrive about 3rd week of October.
Sailings subject to alteration without notice.

For full Particulars, apply to—
MESSAGERIES MARITIMES CO.,
Telephone: Central 740. 3, QUEEN'S BUILDING,
CONSIGNATION—TRANSIT—REPRESENTATION

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG	Capt. Ellis Walker	Friday, 3rd Oct., at 3 p.m.
HAIPHONG	Capt. W. S. Torrance	Tuesday, 7th Oct., at 1 p.m.
HAIPHONG	Capt. W. O. Passmore	Friday, 10th Oct., at 5 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "MOORISH PRINCE"	20th November.
S.S. "CELTIC PRINCE"	1st December.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

(Incorporated in Great Britain)
King's Building.

Telephone: Central 8165.

Telegrams Furprince.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KASHMIR"	8,963	7th Oct. Noon	Marseilles, Casa Blanca, L'don.
"PESHAWUR"	7,934	14th Oct.	India and Antwerp
"MOREA"	10,911	18th Oct.	Marseilles & London
"SICILIA"	8,913	29th Oct.	S'pore, Penang, Colombo & B'bay.
"KASHGAR"	8,940	1st Nov.	Mars. London & Antwerp
"MALWA"	10,941	15th Nov.	Marseilles & London
"SARDINIA"	8,984	28th Nov.	S'pore, Penang, Colombo & B'bay.
"KARMA"	9,098	29th Nov.	Mars. London & Antwerp
"KARMA"	10,902	12th Dec.	Marseilles & London
"SOUJAN"	8,936	24th Dec.	S'pore, Penang, Colombo & B'bay.
"KALWA"	9,097	27th Dec.	Marseilles, L'don. & A'werp

S.S.	Tons	From Hongkong (about)	Destination
"MACEDONIA"	11,089	10th Jan.	Marseilles & London
"SICILIA"	8,913	21st Jan.	S'pore, Penang, Colombo & B'bay.
"KALWA"	9,118	24th Jan.	Mars. London & Antwerp
"MOREA"	10,911	7th Feb.	Marseilles & London
"KASHMIR"	8,963	21st Feb.	Marseilles, London & Antwerp
"MALWA"	10,941	7th Mar.	Marseilles & London
"KASHGAR"	8,940	21st Mar.	Marseilles, London & Antwerp
"KARMA"	10,902	4th Apr.	Marseilles & London
"SOUJAN"	8,936	18th Apr.	Mars. L'don. & A'werp
"MACEDONIA"	11,089	2nd May	Marseilles & London

BRITISH INDIA-APCAR SAILINGS

"TAIRA"	8,600	4th Oct. 1 p.m.	Singapore only
"TAKADA"	8,948	27th Oct.	Singapore, Penang & Calcutta
"TALMA"	10,000	11th Nov.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	29th Oct.	Manila, Sandakan, Thursday
"EASTERN"	4,000	18th Nov.	Island, Townsville, Brisbane,
"ARAFURA"	4,000	31st Dec.	Sydney & Melbourne.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The E. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KASHGAR"	8,940	4th Oct. D.L.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"SICILIA"	8,913	4th Oct. D.L.	Kobe only.
"TAKADA"	8,948	5th Oct.	Shanghai, Moji & Kobe.
"MALWA"	10,941	18th Oct.	do.
"TALMA"	10,000	23rd Oct.	Moji & Kobe.
"KARMA"	9,098	1st Nov.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	1st Nov.	Moji & Kobe.
"SARDINIA"	8,984	1st Nov.	Shanghai & Kobe.
"KALWA"	10,000	3rd Nov.	Moji & Kobe.
"TAKADA"	8,948	13th Nov.	Moji & Kobe.
"MALWA"	10,941	15th Nov.	Shanghai, Moji & Kobe.
"KASHGAR"	8,940	25th Nov.	do.
"KARMA"	9,098	28th Nov.	Shanghai & Kobe.
"SOUJAN"	8,936	6th Dec.	Moji & Kobe.
"ARAFURA"	4,000	13th Dec.	Shanghai, Moji & Kobe.
"MACEDONIA"	11,089	27th Dec.	do.
"SALVIA"	8,913	27th Dec.	Shanghai & Kobe.

"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	8,963	21st Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHGAR"	8,940	21st Feb.	do.
"KARMA"	10,902	15th Mar.	do.
"SOUJAN"	8,936	21st Mar.	Shanghai, Moji & Yokohama
"MACEDONIA"	11,089	3rd Apr.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All cabins are fitted with Electric Fans free of charge.
Barely measuring not more than 25 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For further information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central, HONGKONG Agents.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
HONGKONG & SHANGHAI	"CHINHUA"	On 3rd Oct. 10 a.m.
SHANGHAI & TIENTSIN	"LUCHOW"	On 4th Oct. Noon.
WAIHAIWAI, CHEFOO & TIENTSIN	"NANNING"	On 4th Oct. 4 p.m.
AMOY & SHANGHAI	"SOOCHOW"	On 5th Oct. 2.30 p.m.
AMOY & SHANGHAI	"SHANTUNG"	On 7th Oct. D.L.
SWATOW & SHANGHAI	"KING YUAN"	On 7th Oct. Noon
SWATOW & SHANGHAI	"KIWEIYANG"	On 7th Oct. 2.30 p.m.
SHANGHAI & TIENTSIN	"YINGCHOW"	On 11th Oct. Noon
SWATOW & SHANGHAI	"SINKIANG"	On 13th Oct. 2.30 p.m.
AMOY, SWATOW & SHANGHAI	"TEAN"	On 13th Oct. 2.30 p.m.
HONGKONG, PAKHOI & HAIPHONG	"TAMING"	On 14th Oct. 10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 14th Oct. 2.30 p.m.
WAIHAIWAI, CHEFOO & TIENTSIN	"HUICHOW"	On 15th Sept. 4 p.m.

SHANGHAI LINE—Excellent Saloon accommodation amships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pukow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wooming.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight and Passage apply to—
BUTTERFIELD & SWIRE.
Telephone Central 33. Agents.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong about	Sails for Manila, Sandakan, Thana Is. & Aus. Ports about
"TAIYUAN"	5th October	10th October, 10 a.m.
"CHANGSHA"	2nd November	8th November

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tamsan ports.

For freight and passage, apply to—
BUTTERFIELD & SWIRE,
Telephone No. Central 33. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON VIA SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI

S.S. "DUCHESSA D'AOSTA"	Sails about 30th October.
S.S. "GERANIA"	Sails about 23rd November.
S.S. "ROSANDRA"	Sails about 30th November.
S.S. "NUVIDIA"	Sails about 23rd December.
S.S. "VENEZIA"	Sails about 30th December.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S. "PIUMEL"	Sails about 6th October.
S.S. "PERRIA"	Sails about 6th November.
S.S. "DUCHESSA D'AOSTA"	Sails about 7th December.
S.S. "GERANIA"	Sails about 31st December.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMSINGA"	Sails about 30th September.
----------------	-----------------------------

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1030.

Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES
FROM HONGKONG BY DIRECT ROUTE

U.S.S. "WEST CHOPAKA"	Due Hongkong 12th Oct.
U.S.S. "WEST CARMONA"	Leave Hongkong 18th Oct.
U.S.S. "WEST CARMONA"	Due Hongkong 26th Oct.
U.S.S. "WEST CARMONA"	Leave Hongkong 26th Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
THROUGH BILLS OF LADING ISSUED TO U.S.
AND CANADIAN OVERLAND PORTS.

TO MANILA, BANGKOK, SINGAPORE ZAMBOANGA
AND CEBU.

U.S.S. "WEST CAJOOT"	Due Hongkong 18th Oct.
U.S.S. "WEST CAJOOT"	Leave Hongkong 20th Oct.

TO MANILA, CEBU AND ZAMBOANGA.
U.S.S. "WEST JESTER" Due Hongkong 30th Oct.

Leave Hongkong 31st Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information, Apply to
STRUTHERS AND BARRY,
L. EVERETT, General Agent for
JAPAN-CHINA-PHILIPPINES
INDO-CHINA-STRAITS & JAVA.

G. P. BRADFORD,
Res. Agent.

[12]

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Brokers.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KERLUNG, HONGKONG, CANTON & HAIPHONG.

SAILING FROM HONGKONG.

For CANTON

For HAIPHONG via Hoikow & Pakhoi

For KERLUNG via Swatow & Amoy

For further particulars, please apply to—
Branch Office
No. 27, Bonham Strand West,
Tel. Central No. 155.
S. KITAHARA, AGENT,
Top Floor King's Building,
Tel. Central No. 149 & 148.

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
CANADA, U.S.A., JAPAN, SHANGHAI & LONDON via Canada—London, 30th Aug.	Emp. of Australia	3rd Oct.
Europe via Suez (Letters and papers, London, 4th, Sept. and Parrels, 25th Aug.)	Kashgar	3rd Oct.
AUSTRALIA & MANILA	St. Albans	3rd Oct.
SHANGHAI	Kashgar	3rd Oct.
AUSTRALIA & MANILA	Shantung	4th Oct.
SHANGHAI	Taiyuan	5th Oct.
SHANGHAI	Tokyo	5th Oct.
SHANGHAI	Pres. Pierce	5th Oct.
SHANGHAI	Hakone Maru	5th Oct.
SHANGHAI	Katori Maru	5th Oct.
SHANGHAI	Pres. Jefferson	11th Oct.
SHANGHAI	Pres. 10th	11th Oct.
SHANGHAI	Mishima Maru	12th Oct.
SHANGHAI	Yoshino Maru	14th Oct.

OUTWARD MAILS.

For	Per	Date
Hollow	Chinkun	Friday, 3rd, 5:30 A.M.
Swatow, Amoy & Foochow	Hoi Hong	2:00 P.M.
Manila	Batavia	2:30 P.M.
Japan	Seitetsu	5:00 P.M.
Shanghai and Japan	Kashgar	5:00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Suez—due 1st Nov.	Kashgar	Parcels, 3rd, Saturday, 4th, Reg. Letters
Shanghai	Luchow	Noon
Straits	Taiwan	3:30 P.M.
Amoy & Manila	Susan	2:30 P.M.
Wei Hoi Wei	Swatow	2:30 P.M.
Straits	Clara Johnson	5:00 P.M.
Hollow and Hainan	Swatow	5:00 P.M.
Swatow, Amoy and Foochow	Kaijo Maru	Sunday, 5th, 9:00 A.M.
Sandakan	Hinang	Monday, 6th, Noon
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Suez—due 4th Nov.	Autolytus	Registration Letters, 1:45 P.M.
Swatow and Bangkok	Kashgar	3:30 P.M.
Amoy	Swatow	5:00 P.M.
Swatow, Amoy and Foochow	Hui Ning	Tuesday, 7th, Noon
Shanghai, Japan, Honolulu, U.S.A., Canada, Central & South America, & Europe via San Francisco—due 1st Nov.	Pres. Pierce	Parcels, 7th, Wednesday, 8th, Registration Letters, 8:00 A.M.
San Francisco, 31st Oct.	Katori Maru	Registration Letters, 9:30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Suez—due 1st Nov.	Pres. Jefferson	Thursday, 9th, 3:30 P.M.
Manila	Emp. of Australia	Parcels for Canada only—4:00 P.M.
Shanghai, Japan, Canada, U.S.A., Central & South America, & Europe via Vancouver, B.C.—due Vancouver, B.C., 29th Oct.	Emp. of Australia	Registration Letters, 4:15 P.M.
Swatow, Amoy and Foochow	Hui Ning	Friday, 10th, 4:00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Suez—due 1st Nov.	Amoy	Saturday, 11th, Registration Letters, 4:15 P.M.
Japan	Mishima Maru	9:30 A.M.
Manila	Yoshino Maru	Wednesday, 15th, 8:45 A.M.
Swatow, Amoy and Foochow	Taiyuan	Saturday, 18th, 11:00 A.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

AUTOLYCUS 6th Oct. Marseilles, London, Rotterdam & Hamburg
 HELENUS 13th Oct. London, Rotterdam & Hamburg
 PATROCLUS 21st Oct. Marseilles, London, Rotterdam & Hamburg
 DARDANUS 25th Oct. London, Rotterdam & Hamburg
 *Calls at Oran.

LIVERPOOL SERVICE

TYDEUS 20th Oct. Genoa, Havre, Liverpool & Glasgow
 KEEMUN 1st Nov. Genoa, Havre, Liverpool & Glasgow
 NINGCHOW 17th Nov. Genoa, Marseilles, Liverpool & Glasgow

PACIFIC SERVICE

PHILOCTETES 12th Oct. Victoria, Seattle & Vancouver
 TALITHYBIUS 8th Nov. Victoria, Seattle & Vancouver

NEW YORK SERVICE

BURYLOCHUS 11th Oct. Boston, New York, Baltimore via Suez
 CALCHAS 10th Nov. Boston, New York, Baltimore via Suez
 AJAX 21st Nov. Boston, New York, Baltimore via Suez

PASSENGER SERVICE

MENTOR 18th Oct. Shanghai
 PATROCLUS 21st Oct. Singapore, Marseilles & London
 MENTOR 17th Nov. Singapore, Marseilles & London
 HECTOR 16th Dec. Singapore, Marseilles & London
 TELRESIAS 27th Dec. Singapore, Marseilles & London
 SARPEDON 27th Jan. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.
 FORTWRIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO BUTTERFIELD & SWIRE AGENTS.

COMMERCIAL.

OPENING QUOTATIONS.

October 2nd, 1924.

On LONDON—	Telegraphic Transfer	2/4
	Bank Bills, on demand	2/4 15/16
	Bank Bills, at 30 days' sight	2/4
	Bank Bills, at 4 months' sight	2/4
	Credits, at 4 months' sight	2/4
	Documentary Bills, 4 months' sight	2/4
On PARIS—	Bank Bills, on demand	1010
	4 months' sight	1110
On NEW YORK—	Bank Bills, on demand	31
	Credits, at 30 days' sight	32
On BOMBAY—	Telegraphic Transfer	162 1/2
	Bank Bills, on demand	162 1/2
On CALCUTTA—	Telegraphic Transfer	162 1/2
	Bank Bills, on demand	162 1/2
On SHANGHAI—	Bank Bills, at sight	nom.
	Private, 30 days' sight	nom.
On YOKOHAMA—	On demand	133 1/2
On MANILA—	On demand	106 1/2
On SINGAPORE—	On demand	103 1/2
On BATAVIA—	On demand	141 1/2
On HONGKONG—	On demand	nom.
On SAIGON—	On demand	78 1/2
On HANKOW—	On demand	78 1/2
	SOVEREIGN, Bank's Buying rate	9 1/2
	GOLD LEAF, 100 fine, per tola	47 50
	SILVER LEAF, per oz.	25 1/2

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital ... \$50,000,000
 Issued and Fully Paid-up ... \$30,000,000
 Reserve Funds—
 Sterling ... \$24,500,000
 Silver ... \$23,500,000
 Reserve Liability of Proprietors ... \$30,000,000

Court of Directors:
 W. L. PATTEN, Esq.—Chairman
 H. P. WHITE, Esq.—Deputy Chairman
 R. D. F. BETH, Esq.—J. A. PLAMMER, Esq.
 A. H. COMPTON, Esq.—J. P. WARREN, Esq.
 Hon. Mr. P. H. HOLYOAK—N. L. WATSON, Esq.
 A. O. LANG, Esq.—G. M. YOUNG, Esq.

Chief Manager:
 A. H. BARLOW, Esq.
 Manager: Shanghai—G. H. SPITT, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
 Hongkong, 2nd September, 1924. [27]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
 Interest on Deposits is allowed on the Minimum Monthly Balances at 3 per cent. per annum.
 For the HONGKONG & SHANGHAI BANKING CORPORATION,
 A. H. BARLOW, Chief Manager.
 Hongkong, 2nd September, 1924. [28]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital ... £2,000,000
 Reserve Fund ... £2,000,000
 Reserve Liability of Proprietors ... £2,000,000

Foreign Exchange and General Banking Business transacted.
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
 A. H. FERGUSON, Manager.
 Hongkong [April] 1924. [31]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN—GIANKO.)

Incorporated by Special Imperial Charter, 1898.

Capital Subscribed ... Yen 50,000,000
 Capital (Paid-up) ... Yen 52,500,000
 Reserve Fund ... Yen 12,500,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:
 JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
 ORIENT—Ginza, Kagi, Karanko, Koshu, Makung, Nanto, Pusan, Shinshu, Takai, Taiwan, Takow, Tamsui, Tohoku, Aki.
 CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.
 OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

LONDON COUNTRIES WESTMINSTER AND PAIR'S BANK
 The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch India, Australia, America, &c.
 Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO, Manager.
 Hongkong Branch,
 4, Des Voeux Road,
 Hongkong, 28th June 1924.

WATCH YOUR CAPSTAN

NOTICE THE ABSENCE OF SPLUTTER.

THE SLOW BURNING

WHAT A DELIGHTFULLY

COOL SMOKE IT IS....



MANUFACTURED

IN

ENGLAND

&

SOLD

EVERYWHERE

THE MERCHANT BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £3,000,000
 Subscribed Capital ... £1,500,000
 Paid-up Capital ... £1,000,000
 Reserve Fund ... £1,250,000

BANKERS:
 THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:
 Bangkok, Calcutta, Ceylon, Hongkong, India, Japan, London, Madras, Manila, New York, Penang, Rangoon, Singapore, Siam, Soerabaya, Swatow, Tientsin, Yokohama.

Every description of Banking and Exchange Business transacted.
 Interest allowed on Current Accounts to 3 per cent. per annum on Daily Balance and on Fixed Deposits at Rates which may be ascertained on application.
 N. C. WILSON, Manager.
 7, Queen's Road Central, Hongkong, February 11th, 1924. [30]

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 10, Des Voeux Road Central, HONGKONG.

Established 1918.

Authorized Capital ... \$10,000,000
 Paid-up Capital ... \$5,000,000
 Reserve Fund ... \$5,000,000

Every description of Banking and Exchange business transacted. Loans granted on approved securities.
 Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—
 For 3 months at the rate of 3 per cent.
 For 6 " " " 4 " "
 For 12 " " " 5 " "

KAN TONG PO, Chief Manager.
 Hongkong, March 15th, 1924. [34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000

Reserve Fund ... Yen 74,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENTS AT:
 Batavia, Borneo, Calcutta, Ceylon, Hongkong, India, Japan, London, Madras, Manila, New York, Penang, Rangoon, Singapore, Siam, Soerabaya, Swatow, Tientsin, Yokohama.

Interest allowed on Current Accounts. Deposits received for Fixed Periods at 6 per cent. to be obtained on application.
 T. NISHIYAMA, Manager.
 Hongkong, 24th July, 1924. [29]

VISITORS TO CANTON.

Should Purchase
 A BOOK FOR THE GLOBE TROTTER FROM HONGKONG TO CANTON BY THE PEARL RIVER

CAPTAIN C. V. LLOYD

With Illustrations, Maps and Flags

PRICE ... \$1.75

On Sale at—
 "DAILY PRESS" Office,
 Messrs. KELLY & YIM, Ltd.,
 Messrs. BARNES & CO.,
 Messrs. A. S. WATSON & CO.

Printed and Published by BRITANNIA AUGUSTUS HALL, for the HONGKONG DAILY PRESS, Ltd., at 11, at Chater Road, Victoria, Hongkong. London Office: 121, Fleet Street, E.C. 4.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ (NEDERLANDSche Handelsmaatschappij) B.A.N.K.

Established 1824.

Hongkong Branch established 1905.

Authorized Capital Guineas 150,000,000

Paid-up Capital ... 80,000,000

Reserve Fund ... 2,045,033

Special Reserve ... 2,350,000

Head Office—AMSTERDAM.

Eastern Head Office—BATAVIA.

BRANCHES—Bandjermasin, Bandjone, Bontoe, Calcutta, Chindio, Djember, Hongkong, The Hague, Kobe, Koto, Rangoon, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKER—NATIONAL PROVINCIAL BANK, LTD.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAABGAARD, Acting Agent.

THE BANK OF CHINA

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November 1917.)

Authorized Capital ... \$50,000,000

Paid-up Capital ... 18,475,000

Reserve Funds ... 3,629,435.34

HEAD OFFICE—PEKING.

HONGKONG BRANCH—Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

LONDON BANKERS—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.

NEW YORK BANKERS—The Irving National Bank. The Equitable Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities. Special facilities for Home Exchange.

TSUYEE PEI, Manager.
Hongkong, September 8th, 1921. [32]